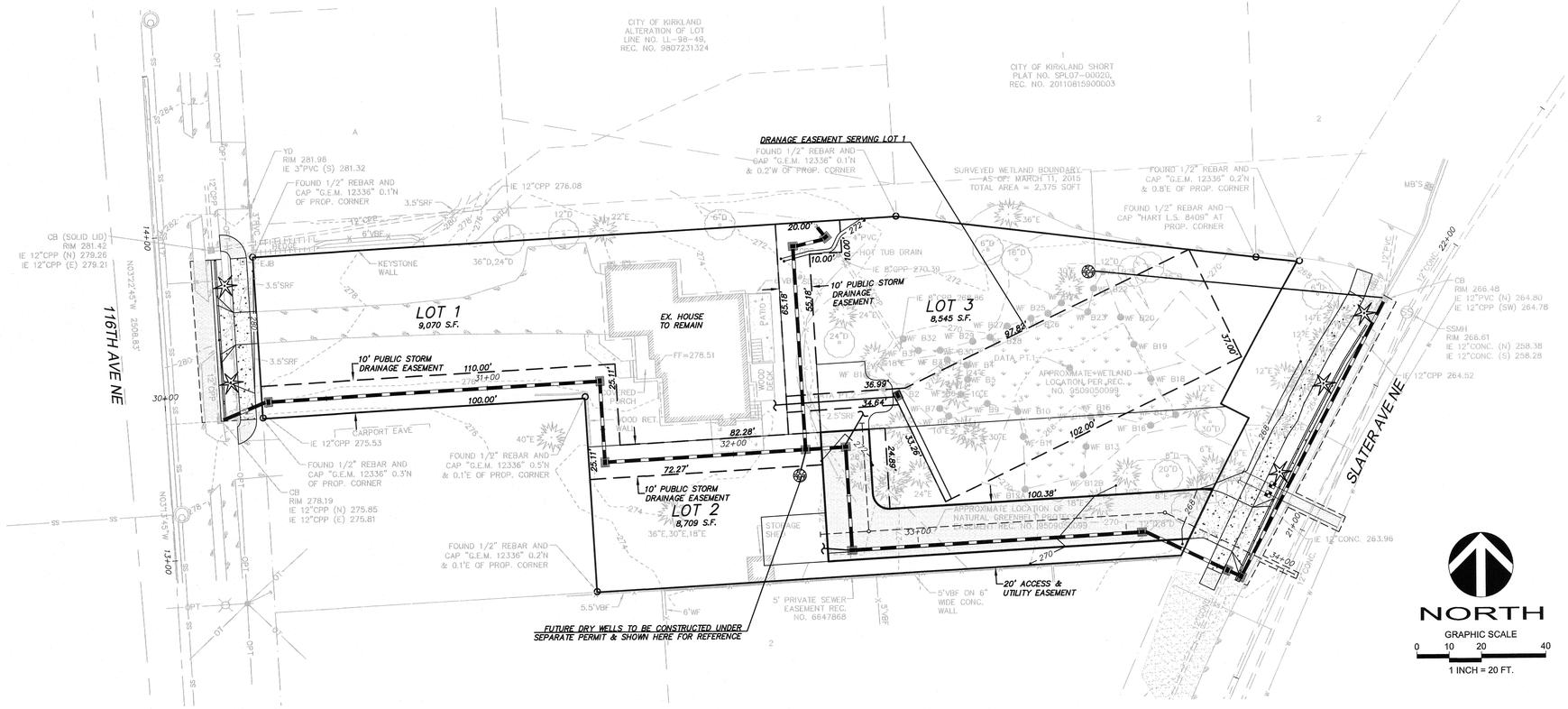
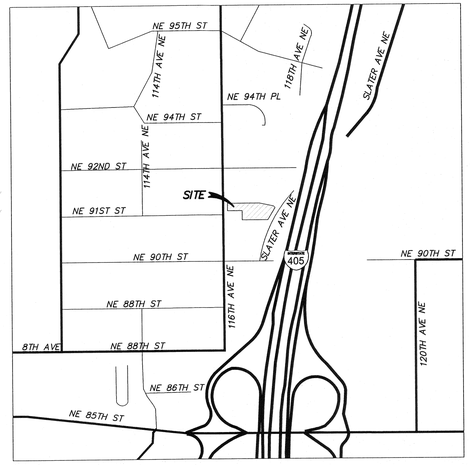
NW 1/4 SECTION 4, TOWNSHIP 25 N, RANGE 5 E, W.M.

BAKHCHINYAN SHORT PLAT





VICINITY MAP
1"=500'

NORTH

GRAPHIC SCALE
0 10 20 40
1 INCH = 20 FT.

PROJECT CONTACTS

APPLICANT.....MAXIM LISSAK
.....11121 NE 53RD STREET
.....KIRKLAND, WA 98033
.....(425) 672-5079

PROJECT ENGINEER/SURVEYOR..D.R. STRONG CONSULTING ENGINEERS
.....620 7th AVENUE
.....KIRKLAND, WA 98033
.....(425) 827-3063
.....CONTACT: LUAY R. JOUDEH, P.E.
.....EMAIL: LUAY.JOUDEH@DRSTRONG.COM
.....CONTACT: STEPHEN J. SCHREI P.L.S.
.....EMAIL: STEPHEN.SCHREI@DRSTRONG.COM

PROJECT DESCRIPTION:

ADDRESS OF THE PROPERTY:.....9032 116TH AVE NE, KIRKLAND, WA 98033
PARCEL NUMBER.....1238501180
EXISTING ZONING:.....RS 8.5
NEIGHBORING ZONING:.....RS 8.5
NUMBER OF LOTS:.....3
SITE AREA:.....26,305 S.F. (0.604 ACRES)
PROPOSED USE:.....SINGLE FAMILY RESIDENCES
SEWER AND WATER DISTRICT:.....CITY OF KIRKLAND
TELEPHONE SERVICE:.....FRONTIER
POWER SOURCE:.....PUGET SOUND ENERGY

SURVEYOR'S NOTES:

1. ALL TITLE INFORMATION SHOWN ON THIS MAP HAS BEEN EXTRACTED FROM NEXTITLE A TITLE AND ESCROW COMPANY SHORT PLAT CERTIFICATE ORDER NO. NXWA-129436 DATED JANUARY 9, 2014. IN PREPARING THIS MAP, D.R. STRONG CONSULTING ENGINEERS INC. HAS CONDUCTED NO INDEPENDENT TITLE SEARCH NOR IS D.R. STRONG CONSULTING ENGINEERS INC. AWARE OF ANY TITLE ISSUES AFFECTING THE SURVEYED PROPERTY OTHER THAN THOSE SHOWN ON THE MAP AND DISCLOSED BY REFERENCED NEXTITLE A TITLE AND ESCROW COMPANY CERTIFICATE. D.R. STRONG CONSULTING ENGINEERS INC. HAS RELIED WHOLLY ON NEXTITLE A TITLE AND ESCROW COMPANY REPRESENTATIONS OF THE TITLE'S CONDITION TO PREPARE THIS SURVEY AND THEREFORE D.R. STRONG CONSULTING ENGINEERS INC. QUALIFIES THE MAP'S ACCURACY AND COMPLETENESS TO THAT EXTENT.
2. THIS SURVEY REPRESENTS VISIBLE PHYSICAL IMPROVEMENT CONDITIONS EXISTING ON JANUARY 9, 2014. ALL SURVEY CONTROL INDICATED AS "FOUND" WAS RECOVERED FOR THIS PROJECT IN JANUARY, 2014.
3. PROPERTY AREA = 26,305± SQUARE FEET (0.6039± ACRES).
4. ALL DISTANCES ARE IN FEET.
5. THIS IS A FIELD TRAVERSE SURVEY. A LEICA FIVE SECOND COMBINED ELECTRONIC TOTAL STATION WAS USED TO MEASURE THE ANGULAR AND DISTANCE RELATIONSHIPS BETWEEN THE CONTROLLING MONUMENTATION AS SHOWN. CLOSURE RATIOS OF THE TRAVERSE MET OR EXCEEDED THOSE SPECIFIED IN WAC 332-130-090. ALL MEASURING INSTRUMENTS AND EQUIPMENT ARE MAINTAINED IN ADJUSTMENT ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
6. UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE UTILITIES WITH EVIDENCE OF THEIR INSTALLATION VISIBLE AT GROUND SURFACE ARE SHOWN HEREON. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. UNDERGROUND CONNECTIONS ARE SHOWN AS STRAIGHT LINES BETWEEN SURFACE UTILITY LOCATIONS BUT MAY CONTAIN BENDS OR CURVES NOT SHOWN. SOME UNDERGROUND LOCATIONS SHOWN HEREON MAY HAVE BEEN TAKEN FROM PUBLIC RECORDS. D.R. STRONG CONSULTING ENGINEERS INC. ASSUMES NO LIABILITY FOR THE ACCURACY OF PUBLIC RECORDS.

VERTICAL DATUM:

NAVD 88 PER CITY OF KIRKLAND VERTICAL CONTROL.

BENCHMARK:

1. CITY OF KIRKLAND BENCHMARK NO. 32, FOUND CONCRETE MONUMENT WITH 3/8" BRASS PIN DOWN 1.3' IN MONUMENT CASE AT THE INTERSECTION OF NE 100TH STREET AND 116TH AVENUE NE, ELEVATION = 354.89 FEET.

REFERENCES:

1. THE PLAT OF BURKE & FARRAR'S KIRKLAND ADDITION TO THE CITY OF SEATTLE, DIVISION NO. 14, RECORDED IN VOLUME 20 OF PLATS, PAGE 14.
2. RECORD OF SURVEY RECORDED VI VOLUME 8 OF SURVEYS, PAGE 128, UNDER RECORDING NUMBER 7701109004.
3. CITY OF KIRKLAND SHORT PLAT NO. SPL08-00020, RECORDED UNDER RECORDING NUMBER 20110815900003.
4. CITY OF KIRKLAND ALTERATION OF LOT LINE NO. LL-94-88, RECORDED UNDER RECORDING NUMBER 9409280448.

TITLE RESTRICTIONS:

1. THIS SITE IS SUBJECT TO THE TERMS AND CONDITIONS OF AN EASEMENT FOR A SEWER LINE, AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER RECORDING NUMBER 6647868.
2. THIS SITE IS SUBJECT TO THE TERMS AND CONDITIONS OF A SIDE SEWER EASEMENT AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER RECORDING 9504071057 THE LEGAL DESCRIPTION CONTAINED WITHIN SAID INSTRUMENT IS IN SUFFICIENT TO DETERMINE THE EXACT EASEMENT'S LOCATION WITHIN THIS SITE AND IS SHOWN HEREON.
3. THIS SITE IS SUBJECT TO THE TERMS AND CONDITIONS OF AN EASEMENT FOR A GREENBELT AREA AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 9509050099. NOTE, SAID INSTRUMENT INCLUDES A GRAPHIC DEPICTION OF THE EASEMENT AREA WITH BEARINGS AND DISTANCES IDENTIFYING SAID EASEMENT, HOWEVER, THE PROVIDED COPY OF SAID INSTRUMENT IS UNREADABLE THE EASEMENT AREA SHOWN HEREON IS APPROXIMATE ONLY.
4. THIS SITE IS SUBJECT TO THE TERMS AND CONDITIONS OF A RELEASE OF DAMAGE AGREEMENT AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 9410071739.
5. THIS SITE IS SUBJECT TO THE TERMS AND CONDITIONS OF A RELEASE OF DAMAGE AGREEMENT AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 9504071056.
6. THIS SITE IS SUBJECT TO ALL COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, EASEMENTS OR OTHER SERVITUDES, IF ANY, DISCLOSED BY THE ALTERATION OF LOT LINE ADJUSTMENT NO. LL-94-88 RECORDED UNDER RECORDING NO. 9409280448.

BASIS OF BEARINGS:

N03°13'45"W BETWEEN THE MONUMENT FOUND IN PLACE ALONG THE CENTERLINE OF 116TH AVENUE NE. PER REFERENCE 1.

Call 2 Working Days Before You Dig
811
Utilities Underground Location Center
(ID,MT,ND,OR,WA)

LEGAL DESCRIPTION

LOT 3, BLOCK 49, BURKE AND FARRAR'S KIRKLAND ADDITION TO THE CITY OF SEATTLE, DIVISION NO. 14, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 20 OF PLATS, PAGE(S) 14, RECORDS OF KING COUNTY, WASHINGTON.

EXCEPT THE SOUTH 60 FEET OF THE WEST 100 FEET THEREOF; AND

EXCEPT THAT PORTION DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 3; THENCE EAST ALONG THE NORTH LINE THEREOF 200 FEET; THENCE SOUTH PARALLEL TO THE WEST LINE OF SAID LOT 3 TO A POINT 110 FEET SOUTH OF THE NORTH LINE OF LOT 3 IN SAID BLOCK 49; THENCE WESTERLY TO A POINT ON THE WEST LINE OF SAID LOT 3 WHICH IS 10 FEET SOUTHERLY OF THE POINT OF BEGINNING; THENCE NORTH ALONG SAID WEST LINE 10 FEET TO THE POINT OF BEGINNING; AND

EXCEPT PORTION FOR STATE HIGHWAY NO. 2-A AS CONVEYED BY WARRANTY DEED UNDER
RECORDING NUMBER 4366401; AND

EXCEPT THAT PORTION DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWESTERLY CORNER OF SAID LOT 3; THENCE NORTH 86°46'15" EAST ALONG THE NORTHERLY LINE OF SAID LOT 3, 200.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID NORTHERLY LINE 146.63 FEET TO INTERSECT A POINT ON A CURVE TO THE LEFT FROM WHICH THE CENTER LIES SOUTH 56°29'04" EAST 957.00 FEET DISTANT; THENCE SOUTHWESTERLY ALONG SAID CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 02°21'19" AN ARC DISTANCE OF 39.34 FEET; THENCE NORTH 83°08'55" WEST 125.69 FEET; THENCE NORTH 03°13'45" WEST 10.00 FEET TO THE POINT OF BEGINNING;

(ALSO KNOWN AS LOT A, CITY OF KIRKLAND ALTERATION OF LOT LINE NO. LL-94-88, RECORDED UNDER RECORDING NUMBER 9409280448, IN KING COUNTY, WASHINGTON).

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

TYPICAL BUILDING SETBACKS:

UNLESS OTHERWISE NOTED, BUILDING SETBACKS ARE AS FOLLOWS:

FRONT YARD SETBACK: 20 FEET
SIDE YARD SETBACK: 15 FEET (5+10)
REAR SETBACK: 10 FEET

NOTES:

1. EXISTING SINGLE FAMILY RESIDENCE TO REMAIN, GROSS FLOOR AREA APPROX 2,880 S.F.
2. NO PROPOSED DISTURBANCE OF UNREGULATED WETLAND WITHOUT SEPARATE PERMIT.
3. SHARED ACCESS DRIVEWAY AND DISPERSION TRENCHES SHOWN FOR REFERENCE AND WILL BE CONSTRUCTED UNDER SEPARATE PERMIT.

LEGEND:

- FOUND MONUMENT AS NOTED
- FOUND CORNER MONUMENT AS NOTED
- POWER POLE
- LIGHT POLE
- GUY ANCHOR
- POWER METER
- FIRE HYDRANT
- WATER VALVE
- CATCH BASIN
- YARD DRAIN
- SANITARY MANHOLE
- GAS METER
- DECIDUOUS TREE, 12"D
- EVERGREEN TREE, 12"E
- SDCO — STORM DRAIN CLEANOUT
- EJB — ELECTRICAL JUNCTION BOX
- VBF — VERTICAL BOARD FENCE
- WF — WOOD FENCE
- SRF — SPLIT RAIL FENCE
- MB — MAIL BOX
- FF — FINISH FLOOR ELEVATION
- RPE — ROOF PEAK ELEVATION
- OPT — OVERHEAD POWER & TELEPHONE
- OT — OVERHEAD TELEPHONE
- EDGE OF PAVEMENT
- FENCE

AREA BREAKDOWN

EXISTING IMPERVIOUS AREA:

LOT 1 (9,070 S.F.)

ROOF:	1,756 S.F.
CONCRETE PATH:	87 S.F.
DRIVEWAY:	1,548 S.F.
CONCRETE PATIO:	264 S.F.
TOTAL EXISTING IMPERVIOUS AREA:	3,655 S.F.

PROPOSED NEW AND REPLACED IMPERVIOUS:

	LOT 2 (8,709 S.F.)	LOT 3 (8,545 S.F.)
MAX COVERAGE:	50%	50%
MAX IMPERVIOUS PER CODE:	4,355 S.F.	4,272 S.F.
PROPOSED IMPERVIOUS		
SHARED DRIVEWAY:	2,120 S.F.	0 S.F.
LOT DRIVEWAY* (FUTURE):	400 S.F	400 S.F
HOUSE FOOTPRINT* (FUTURE):	1,834 S.F.	2,421 S.F. (LIMITED BY DISPERSAL & WETLAND AREA)
	4,354 S.F.	2,821 S.F.
EX. WETLAND TO REMAIN	441 S.F.	1,934 S.F.

TOTAL NEW AND REPLACED IMPERVIOUS AREA:	7,175 S.F.
TOTAL NEW PGIS:	4,412S.F.

FRONTAGE:

ROAD/ DRIVEWAY	1,492 S.F.
SIDEWALK	604 S.F.
	2,096 S.F.

* FUTURE IMPROVEMENT MAY BE MODIFIED DURING HOUSE BUILDING PERMIT.

LOT AREAS:

ZONE:	RS 8.5
MINIMUM LOT AREA:	8,500 S.F.
SITE AREA:	26,305 S.F. (0.604 ACRES)
MAXIMUM UNITS	3.09 D.U.
PROPOSED UNITS	3 D.U.
LOT 1 AREA:	9,070 S.F.
LOT 2 AREA:	8,709 S.F.
LOT 3 AREA:	8,545 S.F.

CONDITIONS OF APPROVAL

1. THIS APPLICATION IS SUBJECT TO THE APPLICABLE REQUIREMENTS CONTAINED IN THE KIRKLAND MUNICIPAL CODE, ZONING CODE, AND BUILDING AND FIRE CODE. ATTACHMENT 3, DEVELOPMENT STANDARDS, IS PROVIDED IN THIS REPORT TO FAMILIARIZE THE APPLICANT WITH SOME OF THESE DEVELOPMENT REGULATIONS. THIS ATTACHMENT REFERENCES CURRENT REGULATIONS AND DOES NOT INCLUDE ALL OF THE ADDITIONAL REGULATIONS. IT IS THE RESPONSIBILITY OF THE APPLICANT TO ENSURE COMPLIANCE WITH THE VARIOUS PROVISIONS CONTAINED IN THESE ORDINANCES. WHEN A CONDITION OF APPROVAL CONFLICTS WITH A DEVELOPMENT REGULATION IN ATTACHMENT 3, THE CONDITION OF APPROVAL SHALL BE FOLLOWED.
2. PRIOR TO RECORDING THE SHORT PLAT, THE APPLICANT SHALL:
   A. OBTAIN A DEMOLITION PERMIT FROM THE CITY OF KIRKLAND AND REMOVE THE DECK ATTACHED TO THE EXISTING RESIDENCE AND THE EXISTING SHED, ALONG WITH THE PORTION OF THE PATIO THAT CROSSES THE PROPOSED PROPERTY LINE BETWEEN LOTS 1 AND 2 (SEE CONCLUSION V.B).
   B. RECORD ON THE FACE OF THE PLAT ACCESS EASEMENTS WHICH PROVIDE CLEAR AND ADEQUATE ACCESS AND ONSITE TURNAROUND CAPABILITIES FOR THE PROPOSED LOTS 2 AND 3 (SEE CONCLUSION V.C).

SHEET INDEX:

D.R. STRONG CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
620 - 7th AVENUE KIRKLAND, WA 98033
O 425.827.3063 F 425.827.2423

BAKHCHINYAN SHORT PLAT
COVER SHEET
9032 116TH AVENUE NE
KIRKLAND WA, 98033
PARCEL: 1238501180

MAXIM LISSAK
11121 NE 53RD STREET
KIRKLAND WA, 98033
425-672-5079

LUAY R. JOUDEH — STATE OF WASHINGTON — 32182 — REGISTERED PROFESSIONAL ENGINEER
9/14/15

DATE	REVISION	APR

DRAFTED BY: DLR
DESIGNED BY: LRJ
PROJECT ENGINEER: LRJ
DATE: 9.14.15
PROJECT NO.: 13125

DRAWING: C1
SHEET: 1 OF 8

NW 1/4 SECTION 4, TOWNSHIP 25 N, RANGE 5 E, W.M.

BAKHCHINYAN SHORT PLAT

EROSION CONTROL NOTES

1. THE APPROVED CONSTRUCTION SEQUENCE SHALL BE AS FOLLOWS:
A. CONDUCT PRE-CONSTRUCTION MEETING.
B. FLAG OR FENCE CLEARING LIMITS.
C. POST SIGN WITH NAME AND PHONE NUMBER OF TESC SUPERVISOR.
D. INSTALL CATCH BASIN PROTECTION IF REQUIRED.
E. GRADE AND INSTALL CONSTRUCTION ENTRANCE(S).
F. INSTALL PERIMETER PROTECTION (SILT FENCE, BRUSH BARRIER, ETC.).
G. CONSTRUCT SEDIMENT PONDS AND TRAPS.
H. GRADE AND STABILIZE CONSTRUCTION ROADS.
I. CONSTRUCT SURFACE WATER CONTROLS (INTERCEPTOR DIKES, PIPE SLOPE DRAINS, ETC.) SIMULTANEOUSLY WITH CLEARING AND GRADING FOR PROJECT DEVELOPMENT.
J. MAINTAIN EROSION CONTROL MEASURE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
K. RELOCATE EROSION CONTROL MEASURES OR INSTALL NEW MEASURES SO THAT AS SITE CONDITIONS CHANGE, THE EROSION AND SEDIMENT CONTROL IS ALWAYS IN ACCORDANCE WITH THE CITY TESC MINIMUM REQUIREMENTS.
L. COVER ALL AREAS WITHIN THE SPECIFIED TIME FRAME WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING, CRUSHED ROCK OR EQUIVALENT.
M. STABILIZE ALL AREAS THAT REACH FINAL GRADE WITHIN 7 DAYS.
N. SEED OR SOD ANY AREAS TO REMAIN UNWORKED FOR MORE THAN 30 DAYS.
O. UPON COMPLETION OF THE PROJECT, ALL DISTURBED AREAS MUST BE STABILIZED AND BEST MANAGEMENT PRACTICES REMOVED IF APPROPRIATE.

2. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.

3. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE SET BY SURVEY AND CLEARLY FLAGGED IN THE FIELD BY A CLEARING CONTROL FENCE PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE OR REMOVAL OF ANY GROUND COVER BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE PERMITTEE/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.

4. APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).

5. THE IMPLEMENTATION OF THIS ESC PLAN AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE PERMITTEE/CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED.

6. A COPY OF THE APPROVED EROSION CONTROL PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.

7. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED PRIOR TO OR IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS. WHEREVER POSSIBLE, MAINTAIN NATURAL VEGETATION FOR SILT CONTROL.

8. THE ESC FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS ON THE APPROVED PLANS. LOCATIONS MAY BE MOVED TO SUIT FIELD CONDITIONS, SUBJECT TO APPROVAL BY THE ENGINEER AND THE CITY OF KIRKLAND INSPECTOR.

9. THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED (E.G., ADDITIONAL SUMPS, RELOCATION OF DITCHES AND SILT FENCES, ETC.) AS NEEDED FOR UNEXPECTED STORM EVENTS. ADDITIONALLY, MORE ESC FACILITIES MAY BE REQUIRED TO ENSURE COMPLETE SILTATION CONTROL. THEREFORE, DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES OVER AND ABOVE THE MINIMUM REQUIREMENTS AS MAY BE NEEDED.

10. THE ESC FACILITIES SHALL BE INSPECTED BY THE PERMITTEE/CONTRACTOR DAILY DURING NON-RAINFALL PERIODS, EVERY HOUR (DAYLIGHT) DURING A RAINFALL EVENT, AND AT THE END OF EVERY RAINFALL, AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING. IN ADDITION, TEMPORARY SILTATION PONDS AND ALL TEMPORARY SILTATION CONTROLS SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEARING AND/OR CONSTRUCTION IS COMPLETED, PERMANENT DRAINAGE FACILITIES ARE OPERATIONAL, AND THE POTENTIAL FOR EROSION HAS PASSED. WRITTEN RECORDS SHALL BE KEPT DOCUMENTING THE REVIEWS OF THE ESC FACILITIES.

11. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN 48 HOURS FOLLOWING A STORM EVENT.

12. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES, SUCH AS WASH PADS, MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

13. ALL DENUDED SOILS MUST BE STABILIZED WITH AN APPROVED TESC METHOD (E.G. SEEDING, MULCHING, PLASTIC COVERING, CRUSHED ROCK) WITHIN THE FOLLOWING TIMELINES:

MAY 1 TO SEPTEMBER 30 – SOILS MUST BE STABILIZED WITHIN 7 DAYS OF GRADING.
OCTOBER 1 TO APRIL 30 – SOILS MUST BE STABILIZED WITHIN 2 DAYS OF GRADING.
STABILIZE SOILS AT THE END OF THE WORKDAY PRIOR TO A WEEKEND, HOLIDAY, OR PREDICTED RAIN EVENT.

14. WHERE SEEDING FOR TEMPORARY EROSION CONTROL IS REQUIRED, FAST GERMINATING GRASSES SHALL BE APPLIED AT AN APPROPRIATE RATE (EXAMPLE: ANNUAL OR PERENNIAL RYE APPLIED AT APPROXIMATELY 80 POUNDS PER ACRE).

15. WHERE STRAW MULCH IS REQUIRED FOR TEMPORARY EROSION CONTROL, IT SHALL BE APPLIED AT A MINIMUM THICKNESS OF 2".

16. ALL LOTS ADJOINING OR HAVING ANY NATIVE GROWTH PROTECTION EASEMENTS (NGPE) SHALL HAVE A 6' HIGH TEMPORARY CONSTRUCTION FENCE (CHAIN LINK WITH PIER BLOCKS) SEPARATING THE LOT (OR BUILDABLE PORTIONS OF THE LOT) FROM THE AREA RESTRICTED BY THE NGPE AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR CLEARING AND REMAIN IN PLACE UNTIL THE PLANNING DEPARTMENT AUTHORIZES REMOVAL.

17. CLEARING LIMITS SHALL BE DELINEATED WITH A CLEARING CONTROL FENCE. THE CLEARING CONTROL FENCE SHALL CONSIST OF A 6-FT. HIGH CHAIN LINK FENCE ADJACENT THE DRIP LINE OF TREES TO BE SAVED, WETLAND OR STREAM BUFFERS, AND SENSITIVE SLOPES. CLEARING CONTROL FENCES ALONG WETLAND OR STREAM BUFFERS OR UPSLOPE OF SENSITIVE SLOPES SHALL BE ACCOMPANIED BY AN EROSION CONTROL FENCE. IF APPROVED BY THE CITY, A FOUR-FOOT HIGH ORANGE MESH CLEARING CONTROL FENCE MAY BE USED TO DELINEATE CLEARING LIMITS IN ALL OTHER AREAS.

18. OFF-SITE STREETS MUST BE KEPT CLEAN AT ALL TIMES. IF DIRT IS DEPOSITED ON THE PUBLIC STREET SYSTEM, THE STREET SHALL BE IMMEDIATELY CLEANED WITH POWER SWEEPER OR OTHER EQUIPMENT. ALL VEHICLES SHALL LEAVE THE SITE BY WAY OF THE CONSTRUCTION ENTRANCE AND SHALL BE CLEANED OF ALL DIRT THAT WOULD BE DEPOSITED ON THE PUBLIC STREETS.

19. ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF 1' AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; AND 1"-2" ROCK/10%-20% PASSING.

20. IF ANY PART(S) OF THE CLEARING LIMIT BOUNDARY OR TEMPORARY EROSION/SEDIMENTATION CONTROL PLAN IS/ARE DAMAGED, IT SHALL BE REPAIRED IMMEDIATELY.

21. ALL PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITION AND RUNOFF.

22. AT NO TIME SHALL MORE THAN 1' OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.

23. ANY PERMANENT RETENTION/DETENTION FACILITY USED AS A TEMPORARY SETTLING BASIN SHALL BE MODIFIED WITH THE NECESSARY EROSION CONTROL MEASURES AND SHALL PROVIDE ADEQUATE STORAGE CAPACITY. IF THE PERMANENT FACILITY IS TO FUNCTION ULTIMATELY AS AN INFILTRATION OR DISPERSION SYSTEM, THE FACILITY SHALL NOT BE USED AS A TEMPORARY SETTLING BASIN. NO UNDERGROUND DETENTION TANK, DETENTION VAULT, OR SYSTEM WHICH BACKS UNDER OR INTO A POND SHALL BE USED AS A TEMPORARY SETTLING BASIN.

24. ALL EROSION/SEDIMENTATION CONTROL PONDS WITH A DEAD STORAGE DEPTH EXCEEDING 6" MUST HAVE A PERIMETER FENCE WITH A MINIMUM HEIGHT OF 3'.

25. THE WASHED GRAVEL BACKFILL ADJACENT TO THE FILTER FABRIC FENCE SHALL BE REPLACED AND THE FILTER FABRIC CLEANED IF IT IS NONFUNCTIONAL BY EXCESSIVE SILT ACCUMULATION AS DETERMINED BY THE CITY OF KIRKLAND. ALSO, ALL INTERCEPTOR SWALES SHALL BE CLEANED IF SILT ACCUMULATION EXCEEDS ONE-QUARTER DEPTH.

26. PRIOR TO THE OCTOBER 1 OF EACH YEAR (THE BEGINNING OF THE WET SEASON), ALL DISTURBED AREAS SHALL BE REVIEWED TO IDENTIFY WHICH ONES CAN BE SEEDED IN PREPARATION FOR THE WINTER RAINS. THE IDENTIFIED DISTURBED AREA SHALL BE SEEDED WITHIN ONE WEEK AFTER OCTOBER 1. A SITE PLAN DEPICTING THE AREAS TO BE SEEDED AND THE AREAS TO REMAIN UNCOVERED SHALL BE SUBMITTED TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR. THE INSPECTOR CAN REQUIRE SEEDING OF ADDITIONAL AREAS IN ORDER TO PROTECT SURFACE WATERS, ADJACENT PROPERTIES, OR DRAINAGE FACILITIES.

27. ANY AREA TO BE USED FOR INFILTRATION OR PERVIOUS PAVEMENT (INCLUDING A 5-FOOT BUFFER) MUST BE SURROUNDED BY SILT FENCE PRIOR TO CONSTRUCTION AND UNTIL FINAL STABILIZATION OF THE SITE TO PREVENT SOIL COMPACTION AND SILTATION BY CONSTRUCTION ACTIVITIES.

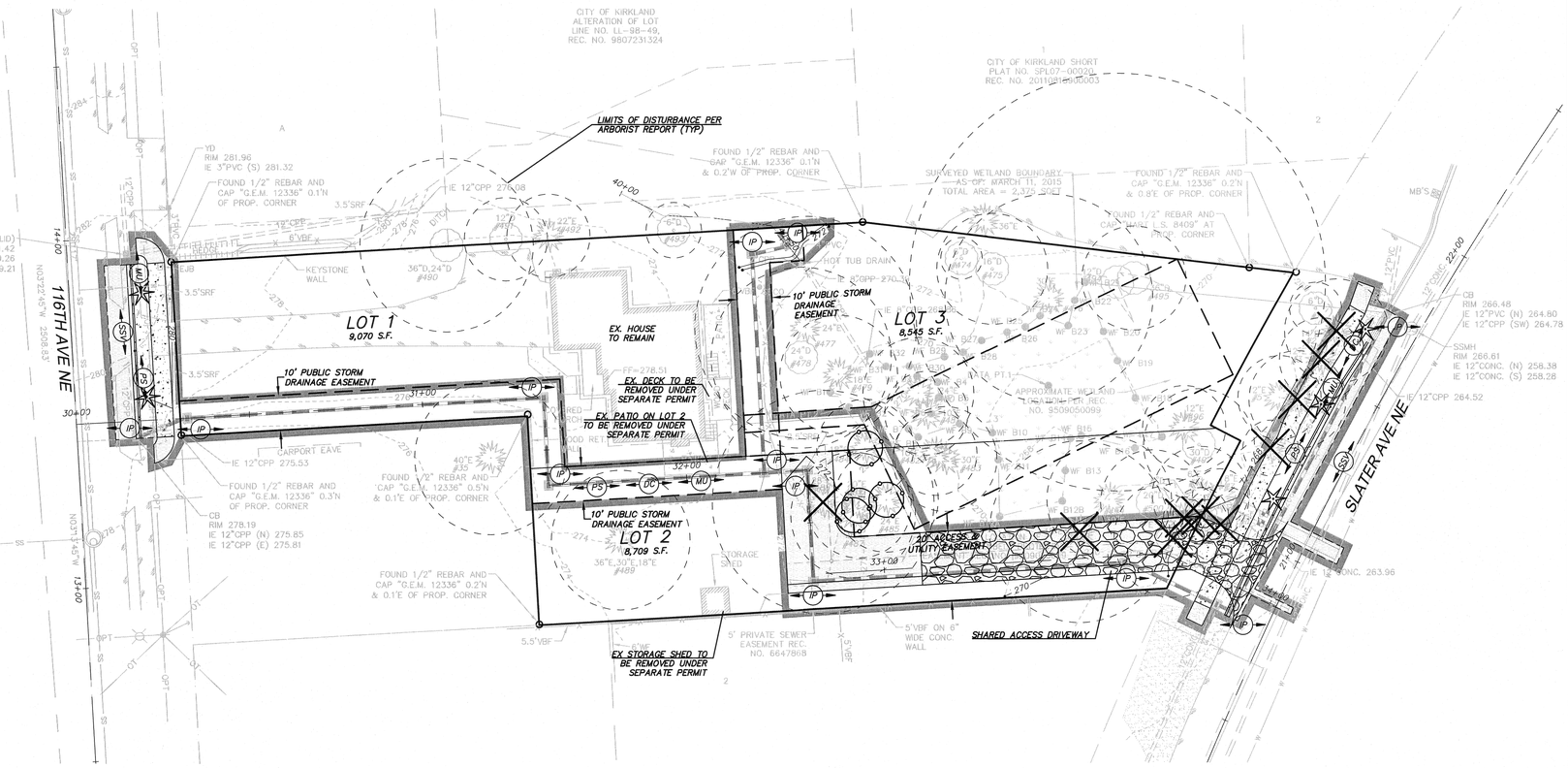
28. IF THE TEMPORARY CONSTRUCTION ENTRANCE IS LOCATED IN THE SAME AREA TO BE USED FOR INFILTRATION OR PERVIOUS PAVEMENT, 6" OF SEDIMENT BELOW THE GRAVEL CONSTRUCTION ENTRANCE SHALL BE REMOVED PRIOR TO INSTALLATION OF THE INFILTRATION FACILITY OR PERVIOUS PAVEMENT (TO REMOVE FINES ACCUMULATED DURING CONSTRUCTION).

29. ANY CATCH BASINS COLLECTING RUNOFF FROM THE SITE, WHETHER THEY ARE ON OR OFF THE SITE, SHALL HAVE ADEQUATE PROTECTION FROM SEDIMENT. CATCH BASINS DIRECTLY DOWNSTREAM OF THE CONSTRUCTION ENTRANCE OR ANY OTHER CATCH BASIN AS DETERMINED BY THE CITY INSPECTOR SHALL BE PROTECTED WITH A "STORM DRAIN PROTECTION INSERT" OR EQUIVALENT.

30. IF A SEDIMENT POND IS NOT PROPOSED, A BAKER TANK OR OTHER TEMPORARY GROUND AND/OR SURFACE WATER STORAGE TANK MAY BE REQUIRED DURING CONSTRUCTION, DEPENDING ON WEATHER CONDITIONS.

31. DO NOT FLUSH CONCRETE BY-PRODUCTS OR TRUCKS NEAR OR INTO THE STORM DRAINAGE SYSTEM. IF EXPOSED AGGREGATE IS FLUSHED INTO THE STORM SYSTEM, IT COULD MEAN RE-CLEANING THE ENTIRE DOWNSTREAM STORM SYSTEM, OR POSSIBLY RE-LAYING THE STORM LINE.

32. CONSTRUCTION DEWATERING DISCHARGES SHALL ALWAYS MEET WATER QUALITY GUIDELINES LISTED IN COK POLICY E-1. SPECIFICALLY, DISCHARGES TO THE PUBLIC STORMWATER DRAINAGE SYSTEM MUST BE BELOW 25 NTU, AND NOT CONSIDERED A PROHIBITED DISCHARGE (PER KMC 15.52.090). TEMPORARY DISCHARGES TO SANITARY SEWER REQUIRE PRIOR AUTHORIZATION AND PERMIT FROM KING COUNTY INDUSTRIAL WASTE PROGRAM (206-263-3000) AND NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR.



NOTES:

1. AMENDED SOIL TO BE USED IN ALL LANDSCAPE AREAS PER BMP T5.13 AND CITY DETAIL CK-E.12

TESC LEGEND:

- CONSTRUCTION LIMITS TO BE FLAGGED OR FENCED WHERE NO SILT FENCE IS PROPOSED
- SILT FENCE (BMP C233)
- STABILIZED CONSTRUCTION ENTRANCE (BMP C105)
- IP — INLET PROTECTION (BMP C220)
- DC — DUST CONTROL (BMP C140)
- MU — MULCHING, MATTING, & COMPOST BLANKETS (BMP C121, BMP C125)
- PS — PERMANENT SEEDING AND PLANTING (BMP C120)
- SSV — STREET SWEEPING & VACUUMING
- TREE PROTECTION FENCE (STD. PLAN NO. CK-R.49)
- TREE TO BE REMOVED
- TREE TO BE SAVED ACTUAL FENCE LOCATION TO BE DETERMINED BY ARBORIST

SITE VOLUME CALCULATIONS

CUT VOLUME (CU. YDS.)	FILL VOLUME (CU. YDS.)	NET VOLUME (CU. YDS.)
42	54	12 FILL

ALL VOLUMES ARE APPROXIMATE AND ARE PROVIDED FOR PERMITTING PURPOSES AND REPRESENT FINISH GRADE TO EXISTING GRADE AS SHOWN. CONTRACTOR SHALL RELY ON HIS/HER OWN ESTIMATES FOR DETERMINING ACTUAL EARTHWORK QUANTITIES.
THE VOLUMES DO NOT INCLUDE STRIPPING, STRUCTURAL EXCAVATION, EXPANSION/COMPACTION FACTOR OR ANY SOIL TYPE RESTRICTIONS.

NORTH

GRAPHIC SCALE
0 10 20 40
1 INCH = 20 FT.

D.R. STRONG CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
620 - 7th AVENUE KIRKLAND, WA 98033
O 425.827.3063 F 425.827.2423

BAKHCHINYAN SHORT PLAT
TESC PLAN & NOTES
9032 116TH AVENUE NE
KIRKLAND WA, 98033
PARCEL: 1238501180

MAXIM LISSAK
11121 NE 53RD STREET
KIRKLAND WA, 98033
425-672-5079

STATE OF WASHINGTON — MAY R. TOLMAN — 32162 — REGISTERED PROFESSIONAL ENGINEER
9/14/15

DATE	REVISION	APR

DRAFTED BY: DLR
DESIGNED BY: LRJ
PROJECT ENGINEER: LRJ
DATE: 9.14.15
PROJECT NO.: 13125

DRAWING: C2
SHEET: 2 OF 8

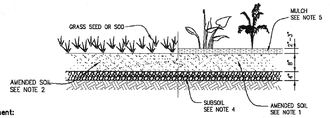
NW 1/4 SECTION 4, TOWNSHIP 25 N, RANGE 5 E, W.M.

BAKHCHINYAN SHORT PLAT

LAST REVISED: 02/28/14

SOIL AMENDMENT NOTES FOR BMP T5.13

REFERENCE: WA STATE DEPT. OF ECOLOGY'S STORMWATER MANAGEMENT MANUAL FOR W. WA



Notes for Soil Amendment:

General:

1. For planting areas, the minimum acceptable organic matter content by dry weight is 10% (loss-on-ignition testing).

2. For turf areas, the minimum acceptable organic matter content by dry weight is 5% (loss-on-ignition testing).

3. A minimum organic-amended depth of 8 inches (except in tree protection areas) is required.

4. Subsoil shall be scarified 4 inches below amended layer to produce 12-inch depth of un-compacted soil.

5. Planting beds should be mulched after planting with 2 to 3 inches of organic material such as arborist wood chip mulch.

6. Soil amendment cannot be placed in overly saturated soils. It is recommended that the soil amendment be placed between May 1 and October 1, when soils are typically driest and less subject to compaction.

7. Prior to soil installation, applicant will submit soil test verification, including tests from either supplier or contractor (depending on option chosen) to verify organic matter content and that compost meets WAC specifications. Soil verification test method must meet ASTM D2974. The verification shall clearly state the following (at a minimum): test date, test method used, testing company, and loss-on-ignition (LOI) results.

Soil Amendment Implementation Options

Option 1 – Imported Amended Soil:

1. For planting beds, a mix by volume of 40% compost (meeting WAC 173-350-220) with 60% mineral aggregate is pre-approved to meet the organic matter content by dry weight (loss-on-ignition test).

2. For turf areas, a mix by volume of 25% compost (meeting WAC 173-350-220) with 75% mineral aggregate is pre-approved to meet the organic matter content by dry weight (loss-on-ignition test).

Option 2 – Amending Existing Disturbed Topsoil:

1. For planting beds, 3 inches of compost (meeting WAC 173-350-220) incorporated into the top 8 inch depth is pre-approved to meet the organic matter content by dry weight (loss-on-ignition test).

2. For turf areas, 1.75 inches of compost (meeting WAC 173-350-220) incorporated into the top 8 inch depth is pre-approved to meet the organic matter content by dry weight (loss-on-ignition test).

Option 3 – Amending Stockpiled Topsoil from Cleared Areas:

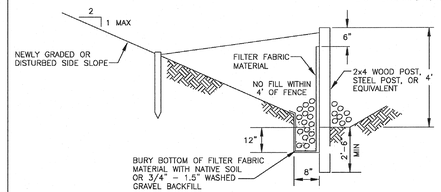
1. Stockpile and cover soil with 3 inches of wood chips, weed barrier, or other breathable materials that sheds moisture yet allows air transmission.

2. Test stockpile material (prior to adding compost) for organic matter content to determine whether additional compost must be tilled into the stockpiled material to meet the required organic matter content by dry weight (loss-on-ignition test).

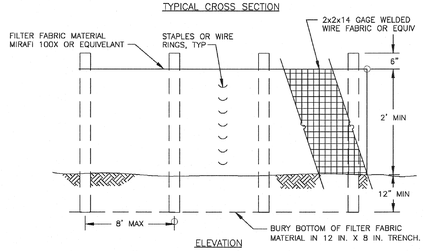
3. After the stockpiled material has been told, a soil sample will be taken by applicant / contractor for every 5,000 sf or every lot (whichever is less) to test that the site meets the required organic matter content by dry weight (loss-on-ignition test).

CITY OF KIRKLAND
PLAN NO. CK-E.12
SOIL AMENDMENT

LAST REVISED: 04/15/12



TYPICAL CROSS SECTION



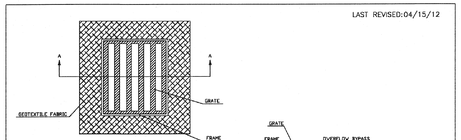
ELEVATION

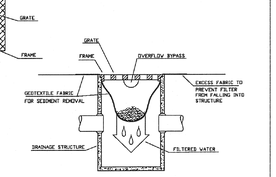
NOTES

1. PREFAB FENCE ALLOWED IF REINFORCED AND APPROVED BY CITY INSPECTOR.
2. FENCE SHALL NOT BE INSTALLED ON SLOPES STEEPER THAN 2:1.
3. JOINTS IN FILTER FABRIC SHALL BE OVERLAPPED 6 INCHES AT POST.
4. USE STAPLES, WIRE RINGS, OR EQUIVALENT TO ATTACH FABRIC TO FENCE.
5. REMOVE SEDIMENT WHEN IT REACHES 1/3 FENCE HEIGHT.
6. LOCATION OF FENCING SHALL BE AS SHOWN ON APPROVED PLANS OR AS DIRECTED BY THE CITY.
7. MAXIMUM 100' SHEET OR OVERLAND FLOW PATH LENGTH TO SILT FENCE.
8. DO NOT DIRECT FLOWS GREATER THAN 0.5 CFS TO FENCE.
9. SILT FENCE SHOULD NOT BE INSTALLED IN STREAMS OR V-SHAPED DITCHES.

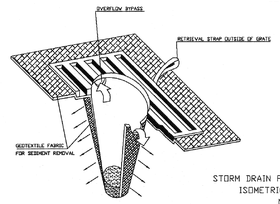
CITY OF KIRKLAND
PLAN NO. CK-E.03
SILT FENCE

LAST REVISED:04/15/12





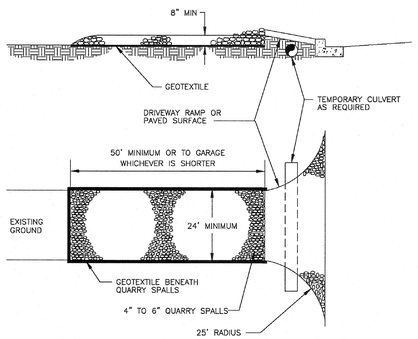
STORM DRAIN PROTECTION INSERT
SECTION A-A
NTS



STORM DRAIN PROTECTION INSERT
ISOMETRIC VIEW (TYP.)
NTS

CITY OF KIRKLAND
PLAN NO. CK-E.11
STORM DRAIN
PROTECTION INSERT

LAST REVISED:11/30/99



SINGLE FAMILY

NOTES

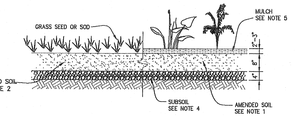
1. PAD SHALL BE REMOVED AND REPLACED WHEN SOIL IS EVIDENT ON THE SURFACE OF THE PAD OR AS DIRECTED BY THE CITY CLEARING AND GRADING INSPECTOR.
2. PAD SHALL BE INSTALLED IN PLANTING STRIP AS APPROPRIATE.
3. PAD THICKNESS SHALL BE INCREASED IF SOIL CONDITIONS DICTATE AND/OR PER THE DIRECTION OF THE CITY CLEARING AND GRADING INSPECTOR.
4. CONTRACTOR RESPONSIBLE FOR CURB & GUTTER CONDITION.

CITY OF KIRKLAND
PLAN NO. CK-E.01
TEMPORARY
SINGLE FAMILY
CONST. ENTRANCE

LAST REVISED: 02/28/14

SOIL AMENDMENT NOTES FOR BMP T5.13

REFERENCE: WA STATE DEPT. OF ECOLOGY'S STORMWATER MANAGEMENT MANUAL FOR W. WA



Notes for Soil Amendment:

General:

1. For planting areas, the minimum acceptable organic matter content by dry weight is 10% (loss-on-ignition testing).

2. For turf areas, the minimum acceptable organic matter content by dry weight is 5% (loss-on-ignition testing).

3. A minimum organic-amended depth of 8 inches (except in tree protection areas) is required.

4. Subsoil shall be scarified 4 inches below amended layer to produce 12-inch depth of un-compacted soil.

5. Planting beds should be mulched after planting with 2 to 3 inches of organic material such as arborist wood chip mulch.

6. Soil amendment cannot be placed in overly saturated soils. It is recommended that the soil amendment be placed between May 1 and October 1, when soils are typically driest and less subject to compaction.

7. Prior to soil installation, applicant will submit soil test verification, including tests from either supplier or contractor (depending on option chosen) to verify organic matter content and that compost meets WAC specifications. Soil verification test method must meet ASTM D2974. The verification shall clearly state the following (at a minimum): test date, test method used, testing company, and loss-on-ignition (LOI) results.

Soil Amendment Implementation Options

Option 1 – Imported Amended Soil:

1. For planting beds, a mix by volume of 40% compost (meeting WAC 173-350-220) with 60% mineral aggregate is pre-approved to meet the organic matter content by dry weight (loss-on-ignition test).

2. For turf areas, a mix by volume of 25% compost (meeting WAC 173-350-220) with 75% mineral aggregate is pre-approved to meet the organic matter content by dry weight (loss-on-ignition test).

Option 2 – Amending Existing Disturbed Topsoil:

1. For planting beds, 3 inches of compost (meeting WAC 173-350-220) incorporated into the top 8 inch depth is pre-approved to meet the organic matter content by dry weight (loss-on-ignition test).

2. For turf areas, 1.75 inches of compost (meeting WAC 173-350-220) incorporated into the top 8 inch depth is pre-approved to meet the organic matter content by dry weight (loss-on-ignition test).

Option 3 – Amending Stockpiled Topsoil from Cleared Areas:

1. Stockpile and cover soil with 3 inches of wood chips, weed barrier, or other breathable materials that sheds moisture yet allows air transmission.

2. Test stockpile material (prior to adding compost) for organic matter content to determine whether additional compost must be tilled into the stockpiled material to meet the required organic matter content by dry weight (loss-on-ignition test).

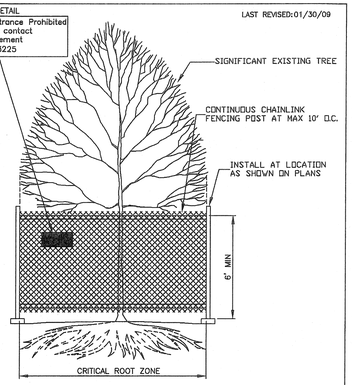
3. After the stockpiled material has been told, a soil sample will be taken by applicant / contractor for every 5,000 sf or every lot (whichever is less) to test that the site meets the required organic matter content by dry weight (loss-on-ignition test).

CITY OF KIRKLAND
PLAN NO. CK-E.12
SOIL AMENDMENT

FENCING SIGN DETAIL

Tree Protection Area, Entrance Prohibited
To report violations contact
City Code Enforcement
at (425) 587-3225

LAST REVISED:01/30/09



NOTES

1. MINIMUM SIX (6) FOOT HIGH TEMPORARY CHAINLINK FENCE SHALL BE PLACED AT THE CRITICAL ROOT ZONE OR DESIGNATED LIMIT OF DISTURBANCE OF THE TREE TO BE SAVED. FENCE SHALL COMPLETELY ENCIRCLE TREE(S). INSTALL FENCE POSTS USING PIER BLOCK ONLY. AVOID POST OR STAKES INTO MAJOR ROOTS. MODIFICATIONS TO FENCING MATERIAL AND LOCATION MUST BE APPROVED BY PLANNING OFFICIAL.
2. TREATMENT OF ROOTS EXPOSED DURING CONSTRUCTION: FOR ROOTS OVER ONE (1) INCH DIAMETER DAMAGED DURING CONSTRUCTION, MAKE A CLEAN STRAIGHT CUT TO REMOVE DAMAGED PORTION OF ROOT. ALL EXPOSED ROOTS SHALL BE TEMPORARILY COVERED WITH DAMP BURLAP TO PREVENT DRYING, AND COVERED WITH SOIL AS SOON AS POSSIBLE.
3. NO STOCKPILING OF MATERIALS, VEHICULAR TRAFFIC, OR STORAGE OF EQUIPMENT OR MACHINERY SHALL BE ALLOWED WITHIN THE LIMIT OF THE FENCING. FENCING SHALL NOT BE MOVED OR REMOVED UNLESS APPROVED BY THE CITY PLANNING OFFICIAL. WORK WITHIN PROTECTION FENCE SHALL BE DONE MANUALLY UNDER THE SUPERVISION OF THE ON-SITE ARBORIST AND WITH PRIOR APPROVAL BY THE CITY PLANNING OFFICIAL.
4. FENCING SIGNAGE AS DETAILED ABOVE MUST BE POSTED EVERY FIFTEEN (15) FEET ALONG THE FENCE. SIGN TO BE MINIMUM 11"X17", AND MADE OF WEATHERPROOF MATERIAL.

CITY OF KIRKLAND
PLAN NO. CK-R.49
TREE
PROTECTION

D.R. STRONG
CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
620 - 7th AVENUE KIRKLAND, WA 98033
O 425.827.3063 F 425.827.3423

BAKHCHINYAN SHORT PLAT

TESC DETAILS

9032 116TH AVENUE NE
KIRKLAND WA, 98033
PARCEL: 1238501180

MAXIM LISSAK

11121 NE 53RD STREET
KIRKLAND WA, 98033
425-672-5079

LILIA R. JORDEN
STATE OF WASHINGTON
32162
REGISTERED
PROFESSIONAL ENGINEER
9/14/15

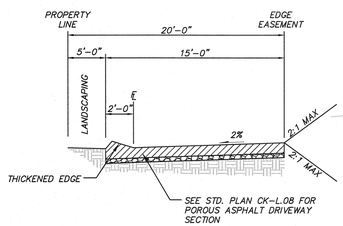
DATE	REVISION	APP

DRAFTED BY: DLR
DESIGNED BY: LRJ
PROJECT ENGINEER: LRJ
DATE: 9.14.15
PROJECT NO.: 13125

DRAWING: C3
SHEET: 3 OF 8

NW 1/4 SECTION 4, TOWNSHIP 25 N, RANGE 5 E, W.M.

BAKHCHINYAN SHORT PLAT

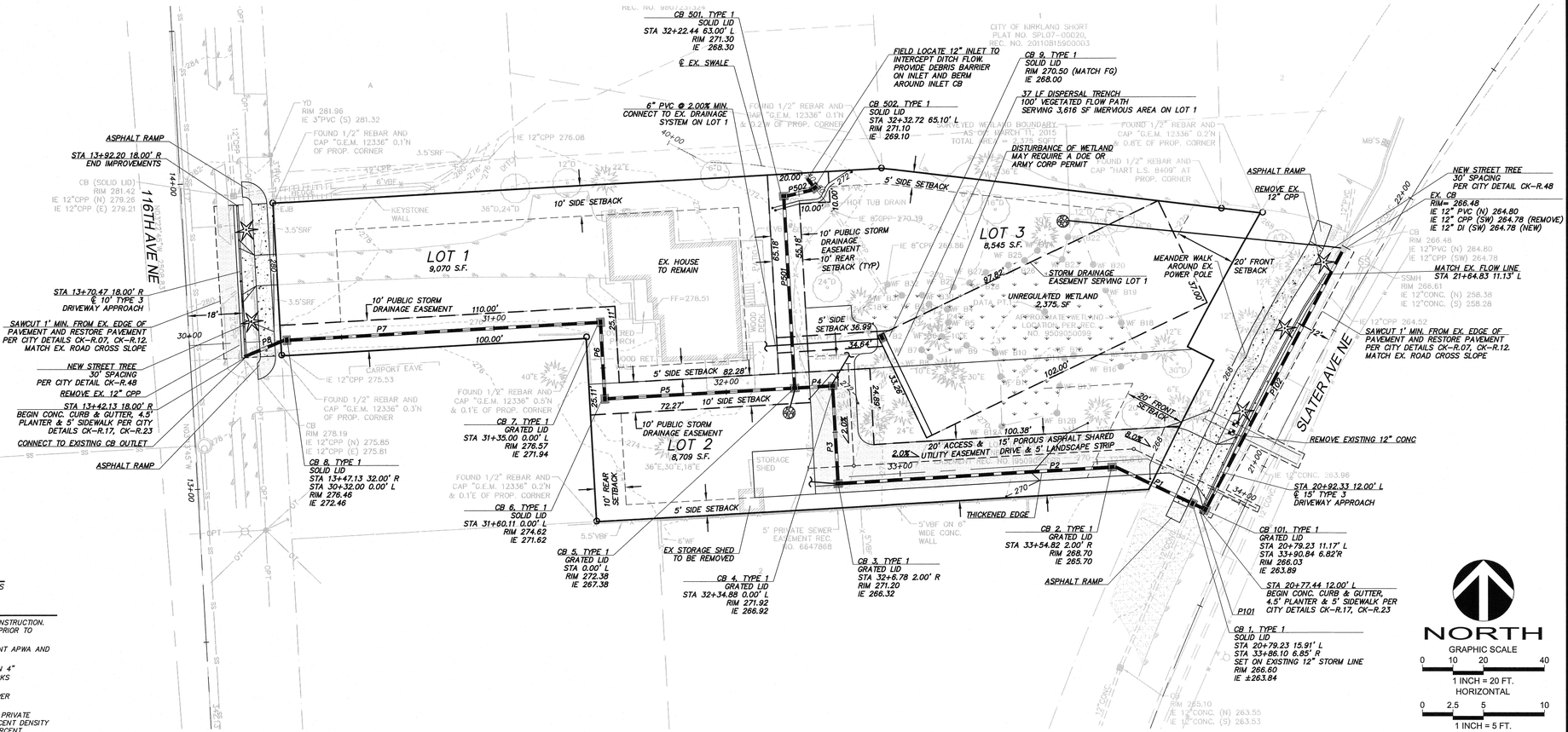


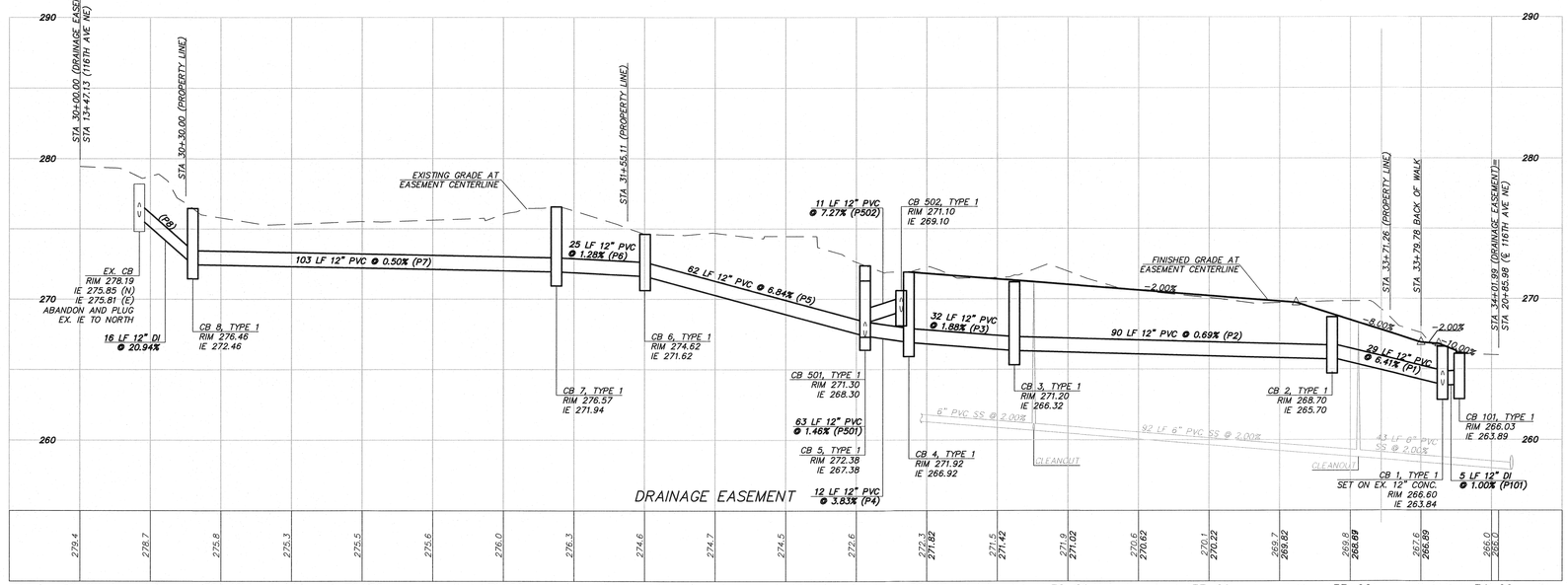
SHARED DRIVEWAY SECTION

NTS

ROADWAY NOTES

1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
2. ALL ROADWAY WORK AND MATERIAL SHALL BE IN ACCORDANCE WITH THE CURRENT APWA AND CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
3. ALL PUBLIC ROADWAYS SHALL BE CONSTRUCTED OF 2" CLASS "B" AC PAVING ON 4" ASPHALT-TREATED BASE (ATB), UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DEPARTMENT.
4. A COPY OF THE APPROVED ROADWAY PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
5. DENSITY TEST REPORTS WILL BE REQUIRED FOR ALL PUBLIC ROADWAYS AND ALL PRIVATE ROADWAYS WITHIN PLATS. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
6. ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS MUST CONFORM TO THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS DRIVEWAY POLICY.
7. ALL CONCRETE FOR SIDEWALKS AND CURB AND GUTTER MUST BE 4,000 PSI MINIMUM. (5-3/4 SACK MIX.)
8. IN THE CASE OF NEW ROAD CONSTRUCTION OR RECONSTRUCTION REQUIRING MAILBOXES TO BE MOVED OR REARRANGED, THE DEVELOPER/CONTRACTOR SHALL COORDINATE WITH THE U.S. POSTAL SERVICE FOR THE NEW LOCATION OF THE MAILBOX STRUCTURE.
9. ANY ROADWAY SIGNAGE OR STRIPING REMOVED OR TEMPORARILY MOVED BY THE CONTRACTOR SHALL BE RESTORED SO AS TO MEET THE CURRENT CITY OF KIRKLAND STANDARDS.
10. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ADEQUATE TEMPORARY TRAFFIC CONTROL TO ENSURE TRAFFIC SAFETY DURING CONSTRUCTION ACTIVITIES. THEREFORE, THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO STARTING ANY WORK IN THE RIGHT-OF-WAY. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) OR AS MODIFIED BY THE TRAFFIC ENGINEER.
11. WHERE A SIDEWALK IS TO BE CONSTRUCTED ABOVE A SLOPE OR ADJACENT TO A ROCKERY OR RETAINING WALL WHERE THE LOWEST FINISHED ELEVATION OF THE SLOPE, ROCKERY, OR RETAINING WALL IS TO BE THIRTY INCHES (30") OR MORE BELOW THE FINISHED ELEVATION OF THE SIDEWALK, A SAFETY RAILING SHALL BE REQUIRED WHEN: (A) THE PLANE OF THE WALL FACE IS LESS THAN 4' IN HORIZONTAL DISTANCE FROM THE OUTSIDE EDGE OF THE SIDEWALK; (B) THE SLOPES ADJACENT TO THE SIDEWALK AVERAGE GREATER THAN TWO TO ONE.
12. THE MAXIMUM GRADE FOR PRIVATE ROADWAYS SHALL BE TWENTY PERCENT (20%), OR FIFTEEN PERCENT (15%) IF USED FOR FIRE ACCESS. FOR PUBLIC ROADWAYS, THE MAXIMUM GRADE SHALL BE FIFTEEN PERCENT (15%).
13. DEAD-END STREETS SHALL BE APPROPRIATELY SIGNED AND BARRICADED. SEE MOST CURRENT EDITION OF THE MUTCD.
14. SIDEWALK AND CURB AND GUTTER CANNOT BE POURED MONOLITHICALLY. THERE MUST BE A COLD JOINT OR FULL-DEPTH EXPANSION JOINT BETWEEN THEM.
15. MEASURES SHALL BE TAKEN BY THE DEVELOPER TO PROVIDE GROUND COVER IN AREAS WITHIN THE RIGHT-OF-WAY WHICH HAVE BEEN STRIPPED OF NATURAL VEGETATION OR HAVE A POTENTIAL FOR EROSION.
16. THE DEVELOPER SHALL COORDINATE WITH PUGET POWER FOR THE DESIGN AND INSTALLATION OF STREET LIGHTS ON ALL NEWLY-CREATED PUBLIC ROADWAYS AND EXISTING ROADWAYS.
17. WHEN AN EXISTING ROADWAY IS TO RECEIVE A HALF-STREET OVERLAY, THE EXISTING ROADWAY MUST BE COLD PLANED AT THE EDGE OF THE GUTTER AND CENTERLINE. WHEN THE EXISTING ROADWAY IS TO RECEIVE A FULL-STREET OVERLAY, IT MUST BE COLD PLANED AT THE EDGE OF BOTH GUTTERS. SEE CITY OF KIRKLAND STANDARD DETAIL NO. R.13.
18. ALL NEW SIGNS REQUIRED IN THE PUBLIC RIGHT-OF-WAY MUST BE PURCHASED FROM, AND INSTALLED BY, THE CITY OF KIRKLAND PUBLIC WORKS DEPARTMENT.
19. WHEN INSTALLING NEW SIDEWALK, THE AREA BEHIND THE SIDEWALK MUST BE GRADED SO THAT THE YARD DRAINAGE DOES NOT DRAIN OVER THE SIDEWALK.
20. ANY EXISTING PUBLIC IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED PRIOR TO FINAL INSPECTION.
21. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING ALL PUBLIC STREETS FREE FROM MUD AND DEBRIS AT ALL TIMES. THE CONTRACTOR SHALL BE PREPARED TO USE POWER SWEEPERS OR OTHER PIECES OF EQUIPMENT NECESSARY TO KEEP THE ROADWAYS CLEAN.
22. BACKFILL IN ALL STREET CUTS ON ARTERIALS WILL BE CONTROL DENSITY FILL (CDF). CONTRACTOR MUST PROVIDE STEEL PLATING NECESSARY TO ALLOW THE CDF TO CURE.
23. WHEN CONSTRUCTING NEW CURB AND GUTTER WHICH DOES NOT ALIGN WITH THE EXISTING EDGE OF PAVEMENT, THE ROADWAY MUST BE TAPERED FROM THE ENDS OF THE NEW CURB AND GUTTER TO MATCH THE EXISTING PAVEMENT. THE ENTRY TAPER INTO THE NEW IMPROVEMENTS SHALL BE 5:1, AND LEAVING THE NEW IMPROVEMENTS SHALL BE 10:1.
24. WHEN AN EXISTING ROADWAY IS TO BE WIDENED, THE EXISTING PAVEMENT MUST BE SAW CUT AT LEAST ONE FOOT FROM THE EDGE TO PROVIDE A PROPER MATCH BETWEEN NEW AND EXISTING ASPHALT. HOWEVER, WHEN THE EXISTING PAVEMENT CONTAINS ALLIGATORED AREAS, THOSE AREAS MUST BE REMOVED PRIOR TO WIDENING. ALL SAW CUTS SHALL BE PARALLEL OR PERPENDICULAR TO THE RIGHT-OF-WAY CENTERLINE.
25. ALL ROCKERIES MUST BE CONSTRUCTED IN ACCORDANCE WITH THE MOST CURRENT GUIDELINES OF THE CITY.





NORTH

GRAPHIC SCALE
0 10 20 40
1 INCH = 20 FT.
HORIZONTAL
0 2.5 5 10
1 INCH = 5 FT.
VERTICAL

DRS
D.R. STRONG CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
620 - 7th AVENUE KIRKLAND, WA 98033
O 425.827.3063 F 425.827.2423

BAKHCHINYAN SHORT PLAT

ROAD AND STORM DRAINAGE PLAN AND PROFILE
9032 116TH AVENUE NE
KIRKLAND WA, 98033
PARCEL: 1238501180

MAXIM LISSAK
11121 NE 53RD STREET
KIRKLAND WA, 98033
425-672-5079

MAY R. TOLIBZODA
STATE OF WASHINGTON
32182
REGISTERED PROFESSIONAL ENGINEER
9/14/15

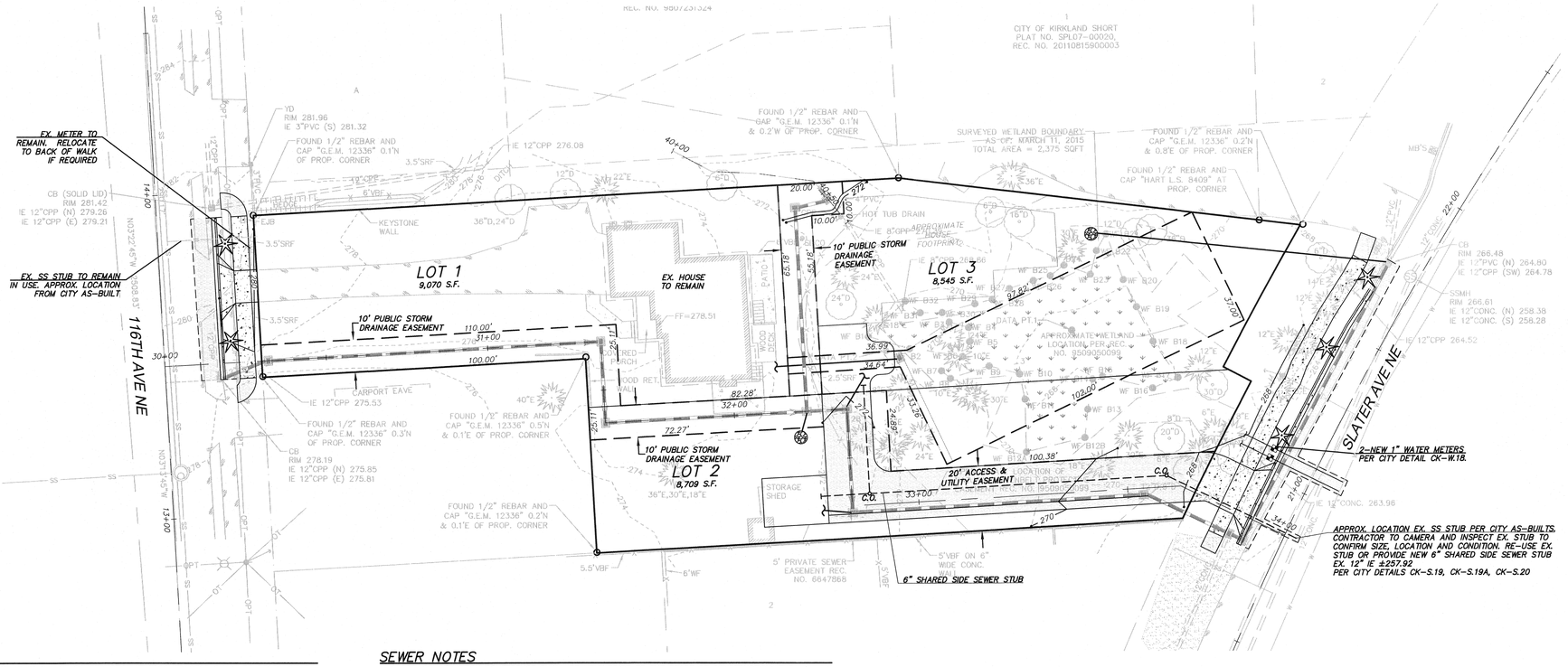
DATE	REVISION	APR

DRAFTED BY: DLR
DESIGNED BY: LRJ
PROJECT ENGINEER: LRJ
DATE: 9.14.15
PROJECT NO.: 13125

DRAWING: C4
SHEET: 4 OF 8

NW 1/4 SECTION 4, TOWNSHIP 25 N, RANGE 5 E, W.M.

BAKHCHINYAN SHORT PLAT



WATER NOTES

1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
2. ALL WATER MAIN WORK AND MATERIAL SHALL BE IN ACCORDANCE WITH CURRENT AWWA, WSDOT, AND APWA STANDARD SPECIFICATIONS, AS AMENDED BY THE CITY OF KIRKLAND. ALL MATERIAL UTILIZED SHALL BE NEW, NO PARTS SHALL BE REUSED. ANY PART REMOVED FROM THE SYSTEM FOR ANY REASON MAY NOT BE REUSED AND SHALL BE REPLACED WITH A NEW PART. (E.G. A ROMAC WITH A BAD GASKET MUST BE REPLACED WITH AN ENTIRELY NEW ROMAC ASSEMBLY).
3. THE WATER MAIN SHALL BE CLASS 52 DUCTILE IRON PIPE CONFORMING TO ANSI/AWWA C151/A21.51-86 OR THE MOST RECENT REVISION. THE PIPE SHALL BE 1/16" CEMENT LINED AND SEALED IN ACCORDANCE WITH ANSI/AWWA C104/A21.4-90. THE CAST IRON OR DUCTILE IRON PIPE FITTINGS SHALL BE CLASS 250 AS PER ANSI/AWWA C110/A21.10-82. PIPE BEDDING SHALL BE COMPACTED TO 95 PERCENT OF ITS MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT. THE MAIN SHALL BE INSTALLED WITH A MINIMUM COVER OF 36" AND A MAXIMUM COVER OF 60". ANY DEVIATIONS FROM THIS MUST BE APPROVED BY THE CITY OF KIRKLAND PRIOR TO CONSTRUCTION.
4. CONCRETE BLOCKING FOR WATER MAINS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH AWWA AND CITY OF KIRKLAND SPECIFICATIONS AND SHALL BE INSTALLED AT ALL VERTICAL AND HORIZONTAL BENDS AND FITTINGS. PRIOR TO BLOCKING, THE FITTINGS SHALL BE WRAPPED WITH VISQUEEN.
5. ALL CONNECTIONS TO EXISTING MAINS AND ALL TESTING AND DISINFECTION SHALL BE PERFORMED UNDER THE SUPERVISION OF THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS INSPECTOR.
6. APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF THE LOCATIONS SHOWN AND FOR DISCOVERY OF POSSIBLE ADDITIONAL UTILITIES NOT SHOWN SO AS TO AVOID DAMAGE OR DISTURBANCE. THE UNDERGROUND UTILITY LOCATION SERVICE SHALL BE CONTACTED FOR FIELD LOCATION PRIOR TO ANY CONSTRUCTION. THE OWNER OR HIS REPRESENTATIVE SHALL BE CONTACTED IF A UTILITY CONFLICT EXISTS. FOR UTILITY LOCATION IN KING COUNTY, CALL 1-800-424-5555. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
7. ALL CONTRACTORS WORKING WITH AC PIPE MUST BE STATE-CERTIFIED. THE CONTRACTOR SHALL PROVIDE PROTECTIVE CLOTHING AND EQUIPMENT (COVERALLS, GLOVES, BOOTS, HEAD COVERING, GOGGLES, RESPIRATORS, ETC.) TO CREWS WORKING WITH ASBESTOS CEMENT PIPE IN ORDER TO ASSURE THE WORKER'S EXPOSURE TO ASBESTOS MATERIAL IS AT OR BELOW THE LIMITS PRESCRIBED IN WAC 296-62-07705.
8. AN APPROVED COPY OF THE WATER PLAN MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
9. A 5' MINIMUM HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ALL WATER FACILITIES AND UNDERGROUND POWER AND TELEPHONE FACILITIES, UNLESS OTHERWISE APPROVED BY THE CITY OF KIRKLAND.
10. FOR WATER MAIN AND SEWER MAIN SEPARATION REQUIREMENTS, SEE ITEM VIII.C OF THE SANITARY SEWER – DESIGN CRITERIA SECTION AND DETAIL W.01.
11. PRESSURE AND PURITY TESTING SHALL BE DONE IN THE PRESENCE OF, AND UNDER THE SUPERVISION OF, A CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS INSPECTOR. THE CONTRACTOR SHALL PROVIDE ALL PLUGS AND TEMPORARY BLOWOUT ASSEMBLIES FOR PRESSURE TESTING AND DISINFECTION PRIOR TO FINAL TIE-IN. NO CONNECTION SHALL BE MADE BETWEEN THE NEW MAIN AND THE EXISTING MAINS UNTIL THE NEW PIPING HAS BEEN DISINFECTED, FLUSHED, AND PASSED BOTH PRESSURE AND PURITY TESTING. TEMPORARY PLUGS AND BLOCKING SHALL BE INSTALLED AT THE POINTS OF CONNECTION TO THE EXISTING SYSTEM. FOR CONSTRUCTION OF NEW WATER MAIN, THE SERVICES, HYDRANTS ETC., WILL BE TESTED WITH THE MAIN. PRESSURE TESTING WILL REQUIRE A MINIMUM OF 200 PSI FOR 15 MINUTES WITH NO PRESSURE DROP. UPON SATISFACTORY COMPLETION OF THE PRESSURE TEST, THE LINE SHALL BE DISINFECTED, FLUSHED, AND THEN A SAMPLE SHALL BE TAKEN FOR PURITY TESTING BY THE PUBLIC WORKS INSPECTOR.
12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE CITY OF KIRKLAND INSPECTOR 24 HOURS IN ADVANCE OF BACKFILLING ALL WATER MAIN CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING AS-BUILT DRAWINGS OF ALL CONSTRUCTION NOT INSTALLED ACCORDING TO THE APPROVED PLANS. (THIS DOES NOT GIVE APPROVAL FOR AS-BUILT CONSTRUCTION.)
13. THE CONTRACTOR SHALL CONTACT THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS FIVE (5) DAYS PRIOR TO ANY WORK REQUIRING THE SHUTDOWN OF EXISTING WATER MAINS. THE CONTRACTOR IS REQUIRED TO GIVE TWO (2) WORKING DAYS NOTICE TO ALL CUSTOMERS AFFECTED BY A WATER MAIN SHUTDOWN (NOTICES AND MAPS FOR THE SHUTDOWN WILL BE PROVIDED BY THE WATER DIVISION). SHUTDOWNS SHALL BE SCHEDULED FOR MONDAYS, TUESDAYS, WEDNESDAYS, AND THURSDAYS BETWEEN 8 AM AND 2 PM. SHUTDOWNS AFFECTING INSTITUTIONS SHALL BE SCHEDULED AT NIGHT. ONLY WATER DIVISION PERSONNEL OR A DESIGNATE OF THE WATER DIVISION MANAGER MAY OPERATE VALVES, AND/OR HYDRANTS, BLOW-OFFS, ETC., FOR FILLS, SHUT DOWNS, FLUSHING, OR RECHARGING OF WATER LINES. TWO (2) WORKING DAYS NOTICE TO THE WATER DIVISION IS REQUIRED TO SCHEDULE FILLS.
14. THERE SHALL BE NO WATER MAIN CONSTRUCTION ON A SATURDAY, SUNDAY, OR HOLIDAYS OBSERVED BY THE CITY OF KIRKLAND.
15. SHOULD THE WATER MAIN WORK NECESSITATE THE CLOSING OF CERTAIN GATE VALVES WITHIN THE EXISTING SYSTEM, THE CITY OF KIRKLAND MAINTENANCE DEPARTMENT SHALL BE RESPONSIBLE FOR THE OPERATION OF SUCH VALVES.
16. THE FIRE FLOW SYSTEM SHALL BE INSTALLED, TESTED, AND APPROVED PRIOR TO ABOVE-GROUND COMBUSTIBLE CONSTRUCTION.
17. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
18. MEGA-LUGS (OR SIMILAR PRODUCT) SHALL BE REQUIRED ON ALL FITTINGS AND VALVES FOR TIE-INS, OR BUILD-OUTS FOR TIE-INS PRIOR TO A FINAL CONNECTION TO THE EXISTING WATER MAIN. APPROPRIATE CONCRETE BLOCKING IS ALSO REQUIRED IN ADDITION TO MEGA-LUGS.
19. FOR THE DURATION OF ANY WATER MAIN INSTALLATION PROJECT, ALL EXISTING AND NEWLY INSTALLED VALVE CANS ARE TO REMAIN ACCESSIBLE TO WATER DIVISION PERSONNEL.
20. WHEN IT BECOMES NECESSARY TO RE-PLUMB THE CUSTOMER'S SIDE OF AN EXISTING WATER METER AS THE RESULT OF THE RELOCATION OF THE EXISTING SERVICE OR TO COMPLY WITH OTHER CITY OF KIRKLAND PUBLIC WORKS SPECIFICATIONS, THE CUSTOMER'S SIDE SHALL BE RECONNECTED WITH THE APPROPRIATE PLUMBING MATERIALS (AND RELATED FITTINGS) SUCH AS BRASS, COPPER, POLYETHYLENE WITH A 200 P.S.I. RATING, OR PVC. ALL PARTS, PIPE, AND/OR FITTINGS SHALL BE NEW FROM THE BACK SIDE OF THE METER TO THE CONNECTION POINT OF THE CUSTOMER'S SERVICE.
21. NO TIE-IN WILL BE ALLOWED INTO THE EXISTING TAILPIECE ON THE CUSTOMER'S SIDE OF THE METER. IF THE EXISTING METER DOES NOT HAVE A CHECK VALVE INSTALLED ON THE BACK SIDE OF THE METER (CUSTOMER'S SIDE) A CHECK VALVE CANNOT BE INSTALLED WHEN DOING THE TIE-IN.
22. IF A FITTING, EITHER DURING INSTALLATION OR AFTER, IS FOUND TO BE DEFECTIVE IN ANY WAY AS DETERMINED BY THE CITY, THE CONTRACTOR SHALL REPLACE THE ENTIRE FITTING AND NOT JUST THE DEFECTIVE COMPONENT.
23. BEGINNING JANUARY 1, 2014, ALL PIPES, PIPE FITTINGS, PLUMBING FITTINGS, AND PLUMBING FIXTURES USED FOR POTABLE WATER, MUST HAVE A MAXIMUM LEAD CONTENT NOT TO EXCEED 0.25%, PER "LEAD FREE" STANDARDS AS DEFINED IN SECTION 9 OF NSF/ANSI STANDARD 61.
23. EX. WATER LINE LOCATIONS ARE SHOWN PER AVAILABLE AS-BUILT RECORDS PROVIDED BY THE CITY AND ARE APPROXIMATE ONLY.

SEWER NOTES

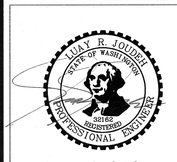
1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
2. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS AND CURRENT WSDOT/APWA STANDARDS AND SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
3. APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF THE LOCATIONS SHOWN AND FOR DISCOVERY OF POSSIBLE ADDITIONAL UTILITIES NOT SHOWN SO AS TO AVOID DAMAGE OR DISTURBANCE. THE UNDERGROUND UTILITY LOCATION SERVICE SHALL BE CONTACTED FOR FIELD LOCATION PRIOR TO ANY CONSTRUCTION. THE OWNER OR HIS REPRESENTATIVE SHALL BE CONTACTED IF A UTILITY CONFLICT EXISTS. FOR UTILITY LOCATION IN KING COUNTY, CALL 1-800-424-5555. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS ACTIVITIES WITH LOCAL UTILITY COMPANIES TO ENSURE THAT ALL UTILITIES ARE INSTALLED ACCORDING TO THESE PLANS AND THE REQUIREMENTS OF THE INDIVIDUAL UTILITY COMPANIES.
5. ALL MANHOLES SHALL CONFORM TO WSDOT/APWA STANDARDS, ECCENTRIC CONES WITH MANUFACTURER-APPROVED GASKETS AND 1/2" POLYPROPYLENE-ENCAPSULATED SAFETY STEPS AND LADDERS. ALL MANHOLES SHALL HAVE CAST IRON RINGS AND DUCTILE IRON COVERS. LIDS SHALL HAVE 2" RAISED LETTERS MARKED "SEWER." ALL CLEANOUTS SHALL HAVE CAST IRON RINGS AND COVERS MARKED "CO" THAT ARE IN PAVED AREAS.
6. ALL SIDE SEWERS SHALL BE TESTED FOR ACCEPTANCE AT THE SAME TIME THE MAIN SEWER IS TESTED. SIDE SEWER LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION AND BACKFILLING. ALL SIDE SEWERS SHALL BE CAPPED WITH A WATERTIGHT PLUG, HAVE A CLEANOUT AND TEST TEE INSTALLED, AND SHALL BE MARKED FOR LOCATION WITH A 2" X 4" STAKE PAINTED WHITE, MARKED SEWER, WITH 3' EXPOSED, AND WITH THE DEPTH OF THE CAP WRITTEN ON THE STAKE. SEE STANDARD DETAIL S.18. THE STAKE SHALL BE SECURED TO THE END OF THE PLUG WITH WIRE A MINIMUM OF 16 GAUGE. INITIAL SIDE SEWER INSTALLATION SHALL RUN TO THE PROPERTY LINE. THE REMAINING SIDE SEWER SHALL NOT BE INSTALLED UNTIL TESTING AND ACCEPTANCE OF THE SEWER TRUNK LINE BY THE CITY OF KIRKLAND IS COMPLETED. NUMBER AND LOCATION OF SIDE SEWERS SHOWN ARE APPROXIMATE ONLY AND MAY BE CHANGED AS REQUIRED DURING CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER WHEN EXACT LOCATIONS ARE DETERMINED AND PROVIDE THE ENGINEER AND THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS WITH AN AS-BUILT. IF APPROVED BY THE PUBLIC WORKS DEPARTMENT, ALL DOUBLE-SIDED SEWER WYES MUST BE AT THE PROPERTY LINE.
7. ALL MAIN-LINE TRENCHES SHALL BE COMPACTED PRIOR TO TESTING SEWER LINES FOR ACCEPTANCE.
8. PRESSURE TESTING OF GRAVITY SEWER MAINS SHALL CONFORM TO THE FOLLOWING STANDARDS: (1) AIR TESTING WILL REQUIRE A MINIMUM OF 4 PSI FOR 15 MINUTES WITH NO PRESSURE DROP; (2) WATER TESTING WILL REQUIRE A MINIMUM OF 10' OF HEAD IN A STANDPIPE AT THE TEST LOCATION FOR 15 MINUTES WITH NO DROP IN THE WATER LEVEL IN THE STANDPIPE. EITHER TEST IS ACCEPTABLE.
9. PRESSURE TESTING OF FORCE MAINS AND LATERALS WILL REQUIRE AN AIR TEST OF 25 PSI MINIMUM FOR 15 MINUTES WITH NO PRESSURE DROP.
10. NEW CONNECTIONS TO EXISTING MANHOLES OR SEWER LINES SHALL BE SEALED OFF UNTIL UPSTREAM CONSTRUCTION IS FINISHED, TESTED, CLEANED, AND ACCEPTED. ALL CONSTRUCTION DEBRIS AND WATER SHALL BE REMOVED PRIOR TO OPENING THE SEAL.
11. ALL PVC SEWER PIPE AND FITTINGS SHALL MEET THE REQUIREMENTS OF ASTM SPECIFICATIONS D-3034 FOR 4" TO 15" DIAMETER AND ASTM F679 FOR 18" TO 27" DIAMETER. PIPE SHALL BE SDR-35 AND SHALL CONFORM TO STANDARD SPECIFICATIONS. BEDDING AND BACKFILL SHALL MEET WSDOT AND APWA SPECIFICATIONS.
12. MINIMUM SLOPE FOR SIDE SEWERS SHALL BE TWO PERCENT (2%).
13. AN APPROVED COPY OF THE SEWER PLAN MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
14. PRIOR TO CONSTRUCTION OF SEWER LINES, THE NECESSARY LOT CORNERS MUST BE SET, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF THE LOCATION OF PIPES, MANHOLES, AND INVERT ELEVATIONS.
15. PIPE ANCHORS, IF USED, SHALL BE INSTALLED: NOT OVER 36' CENTER TO CENTER ON GRADES FROM 20 PERCENT TO 35 PERCENT; NOT OVER 24' CENTER TO CENTER ON GRADES FROM 35 PERCENT TO 50 PERCENT; AND NOT OVER 16' CENTER TO CENTER ON GRADES 50 PERCENT AND GREATER.
16. ALL MANHOLES SHALL HAVE A MINIMUM OF 0.10' TO A MAXIMUM OF 1.00' DROP BETWEEN INVERT IN AND INVERT OUT.
17. PVC SEWER PIPE SHALL BE TESTED FOR DEFLECTION ACCORDING TO WSDOT/APWA SPECIFICATIONS.
18. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
19. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST ALL MANHOLE LIDS AND CLEANOUT LIDS TO MATCH FINAL ASPHALT ELEVATIONS IN ROADWAYS OR GROUND ELEVATIONS IN LANDSCAPED AREAS.
20. WHEN TYING INTO EXISTING MANHOLES THAT ARE BELOW MINIMUM STANDARDS, THE EXISTING MANHOLE MUST BE UPGRADED TO MEET CURRENT STANDARDS.
21. ALL NEW SEWER MAIN EXTENSIONS SHALL BE VIDEOED PRIOR TO FINAL ACCEPTANCE.

R:\2013\1\13125\3\Drawings\Plots\Engineering\05-3SSWA13125.dwg 9/14/2015 1:43:19 PM PDT

DRS
D.R. STRONG CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
620 - 7th AVENUE KIRKLAND, WA 98033
O 425.827.3063 F 425.827.2423

BAKHCHINYAN SHORT PLAT
SEWER AND WATER PLAN
SLATER AVE NE PROFILE
9032 116TH AVENUE NE
KIRKLAND WA, 98033
PARCEL: 1238501180

MAXIM LISSAK
11121 NE 53RD STREET
KIRKLAND WA, 98033
425-672-5079



DATE	REVISION	APR

DRAFTED BY: DLR
DESIGNED BY: LRJ
PROJECT ENGINEER: LRJ
DATE: 9.14.15
PROJECT NO.: 13125

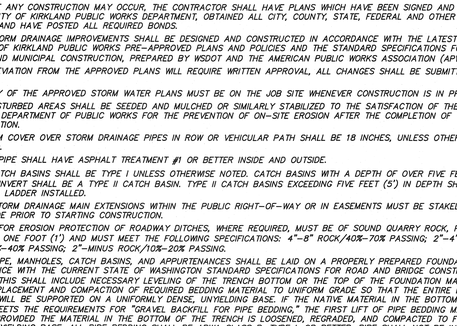
DRAWING: C5
SHEET: 5 OF 8

NW 1/4 SECTION 4, TOWNSHIP 25 N, RANGE 5 E, W.M.

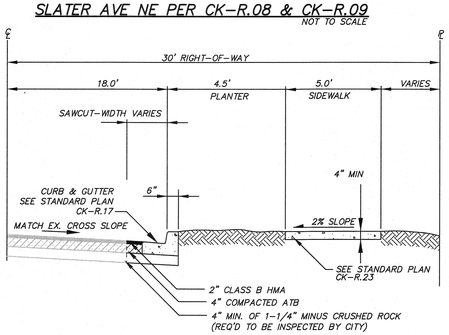
BAKHCHINYAN SHORT PLAT

STORM DRAINAGE NOTES

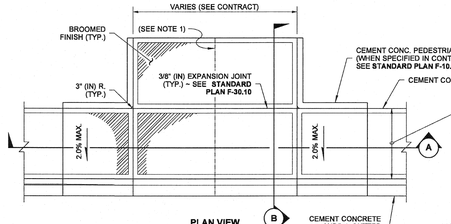
1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
2. BEFORE ANY CONSTRUCTION MAY OCCUR, THE CONTRACTOR SHALL HAVE PLANS WHICH HAVE BEEN SIGNED AND APPROVED BY THE CITY OF KIRKLAND PUBLIC WORKS DEPARTMENT, OBTAINED ALL CITY, COUNTY, STATE, FEDERAL AND OTHER REQUIRED PERMITS, AND HAVE POSTED ALL REQUIRED BONDS.
3. ALL STORM DRAINAGE IMPROVEMENTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITION OF THE CITY OF KIRKLAND PUBLIC WORKS PRE-APPROVED PLANS AND POLICIES AND THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, PREPARED BY WSDOT AND THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA).
4. ANY DEVIATION FROM THE APPROVED PLANS WILL REQUIRE WRITTEN APPROVAL. ALL CHANGES SHALL BE SUBMITTED TO THE CITY.
5. A COPY OF THE APPROVED STORM WATER PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
6. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED OR SIMILARLY STABILIZED TO THE SATISFACTION OF THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS FOR THE PREVENTION OF ON-SITE EROSION AFTER THE COMPLETION OF CONSTRUCTION.
7. MINIMUM COVER OVER STORM DRAINAGE PIPES IN ROW OR VEHICULAR PATH SHALL BE 18 INCHES, UNLESS OTHER DESIGN IS APPROVED.
8. STEEL PIPE SHALL HAVE ASPHALT TREATMENT #1 OR BETTER INSIDE AND OUTSIDE.
9. ALL CATCH BASINS SHALL BE TYPE I UNLESS OTHERWISE NOTED. CATCH BASINS WITH A DEPTH OF OVER FIVE FEET (5') TO THE PIPE INVERT SHALL BE A TYPE II CATCH BASIN. TYPE II CATCH BASINS EXCEEDING FIVE FEET (5') IN DEPTH SHALL HAVE A STANDARD LADDER INSTALLED.
10. ALL STORM DRAINAGE MAIN EXTENSIONS WITHIN THE PUBLIC RIGHT-OF-WAY OR IN EASEMENTS MUST BE STAKED FOR LINE AND GRADE PRIOR TO STARTING CONSTRUCTION.
11. ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF ONE FOOT (1') AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; 2"-MINUS ROCK/10%-20% PASSING.
12. ALL PIPE, MANHOLES, CATCH BASINS, AND APPURTENANCES SHALL BE LAID ON A PROPERLY PREPARED FOUNDATION IN ACCORDANCE WITH THE CURRENT STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (WSDOT). THIS SHALL INCLUDE NECESSARY LEVELING OF THE TRENCH BOTTOM OR THE TOP OF THE FOUNDATION MATERIAL AS WELL AS PLACEMENT AND COMPACTION OF REQUIRED BEDDING MATERIAL TO UNIFORM GRADE SO THAT THE ENTIRE LENGTH OF THE PIPE WILL BE SUPPORTED ON A UNIFORMLY DENSE, UNYIELDING BASE. IF THE NATIVE MATERIAL IN THE BOTTOM OF THE TRENCH MEETS THE REQUIREMENTS FOR "GRAVEL BACKFILL FOR PIPE BEDDING," THE FIRST LIFT OF PIPE BEDDING MAY BE OMITTED PROVIDED THE MATERIAL IN THE BOTTOM OF THE TRENCH IS LOOSENED, REGRADED, AND COMPACTED TO FORM A DENSE UNYIELDING BASE. ALL PIPE BEDDING SHALL BE APWA CLASS B, TYPE I, OR BETTER. PIPE SHALL NOT BE INSTALLED ON SOD, FROZEN EARTH, LARGE BOULDERS, OR ROCK. PIPE BEDDING FOR FLEXIBLE PIPES SHALL BE PEA GRAVEL TO THE SPRINGLINE OF THE PIPE.
13. CONSTRUCTION OF DEWATERING (GROUNDWATER) SYSTEMS SHALL BE IN ACCORDANCE WITH THE APWA STANDARD SPECIFICATIONS.
14. ISSUANCE OF A BUILDING OR LAND SURFACE MODIFICATION PERMIT BY THE CITY OF KIRKLAND DOES NOT RELIEVE THE OWNER OF THE CONTINUING LEGAL OBLIGATION AND/OR LIABILITY CONNECTED WITH STORM SURFACE WATER DISPOSITION. FURTHER, THE CITY OF KIRKLAND DOES NOT ACCEPT ANY OBLIGATION FOR THE PROPER FUNCTIONING AND MAINTENANCE OF THE SYSTEM DURING OR FOLLOWING CONSTRUCTION EXCEPT AS OUTLINED IN THE CITY OF KIRKLAND PUBLIC WORKS STANDARDS.
15. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, CONFINED SPACE PROTECTION, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACT. ANY WORK WITHIN THE TRAVELED RIGHT-OF-WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE A TRAFFIC CONTROL PLAN APPROVED BY THE CITY OF KIRKLAND. ALL SECTIONS OF THE WSDOT STANDARD SPECIFICATIONS, TRAFFIC CONTROL, AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL APPLY.
17. NO FINAL CUT OR FILL SLOPE SHALL EXCEED SLOPES OF TWO (2) HORIZONTAL TO ONE (1) VERTICAL WITHOUT STABILIZATION BY ROCKERY OR BY A STRUCTURAL RETAINING WALL.
18. ALL MANHOLE LADDERS SHALL BE FIRMLY ATTACHED AND EXTEND TO WITHIN 1' OF THE BOTTOM OF THE STRUCTURE.
19. APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF EXISTING UTILITY LOCATIONS WHETHER OR NOT THESE UTILITIES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL EXERCISE ALL CARE TO AVOID DAMAGE TO ANY UTILITY. IF CONFLICTS WITH EXISTING UTILITIES ARISE DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY CONSTRUCTION INSPECTOR AND ANY CHANGES REQUIRED SHALL BE APPROVED BY THE DEVELOPMENT ENGINEER PRIOR TO COMMENCEMENT OF RELATED CONSTRUCTION ON THE PROJECT.
20. THE UNDERGROUND UTILITY LOCATION SERVICE SHALL BE CONTACTED FOR FIELD LOCATION OF EXISTING UTILITIES PRIOR TO ANY CONSTRUCTION. THE OWNER OR HIS REPRESENTATIVE SHALL BE CONTACTED IF A UTILITY CONFLICT EXISTS. FOR UTILITY LOCATION IN KING COUNTY, CALL 1-800-424-5555. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
21. THE CONTRACTOR SHALL VERIFY THE LOCATIONS, WIDTHS, THICKNESSES, AND ELEVATIONS OF ALL EXISTING PAVEMENTS AND STRUCTURES THAT ARE TO INTERFACE WITH NEW WORK. PROVIDE ALL TRIMMING, CUTTING, SAW CUTTING, GRADING, LEVELING, SLOPING, COATING, AND OTHER WORK, INCLUDING MATERIALS AS NECESSARY, TO CAUSE THE INTERFACE WITH EXISTING WORKS TO BE PROPER, ACCEPTABLE TO THE ENGINEER AND THE CITY OF KIRKLAND, COMPLETE IN PLACE AND READY TO USE.
22. ALL INLET, MANHOLE, AND CATCH BASIN FRAMES AND GRATES SHALL NOT BE ADJUSTED TO GRADE UNTIL IMMEDIATELY PRIOR TO FINAL PAVING. ALL CATCH BASIN GRATES SHALL BE SET 0.10' BELOW PAVEMENT LEVEL.
23. OPEN CUT ROAD CROSSINGS FOR UTILITY TRENCHES ON EXISTING TRAVELED ROADWAY SHALL BE BACKFILLED ONLY WITH 5/8" MINUS CRUSHED ROCK AND MECHANICALLY COMPACTED (UNLESS OTHERWISE APPROVED BY THE CITY). FOR STREETS CLASSIFIED AS ARTERIALS OR COLLECTORS, BACKFILL FOR CROSSINGS SHALL BE CDF. CUTS INTO THE EXISTING ASPHALT SHALL BE NEAT LINE CUT WITH SAW OR JACKHAMMER IN A CONTINUOUS LINE. A TEMPORARY COLD MIX PATCH MUST BE PLACED IMMEDIATELY AFTER BACKFILL AND COMPACTION. A PERMANENT HOT MIX PATCH SHALL BE PLACED WITHIN 30 DAYS AND SHALL BE A MINIMUM OF 1" THICKER THAN THE ORIGINAL ASPHALT WITH A MINIMUM THICKNESS OF 2". SEE STANDARD D.02.
24. ALL DAMAGES INCURRED TO PUBLIC AND/OR PRIVATE PROPERTY BY THE CONTRACTOR DURING THE COURSE OF CONSTRUCTION SHALL BE PROMPTLY REPAIRED TO THE SATISFACTION OF THE CITY CONSTRUCTION INSPECTOR BEFORE PROJECT APPROVAL AND/OR THE RELEASE OF THE PROJECT'S PERFORMANCE BOND.
25. GROUT ALL SEAMS AND OPENINGS IN ALL INLETS, CATCH BASINS, AND MANHOLES. JETSET GROUT IS NOT ALLOWED.
26. WHEN WIDENING AN EXISTING ROADWAY WHERE AN EXISTING TYPE I CATCH BASIN WILL REMAIN IN THE TRAVEL LANE, THE EXISTING FRAME AND COVER SHALL BE REPLACED WITH A ROUND, LOCKING FRAME AND COVER.
27. FOR OTHER THAN SINGLE-FAMILY DWELLINGS, ALL EXPOSED OR READILY EXPOSED INDOOR STORM DRAINAGE PIPING/PLUMBING SHALL BE LABELED WITH THE WORDS "STORM DRAIN" WITH MINIMUM 2 INCH HIGH LETTERS.



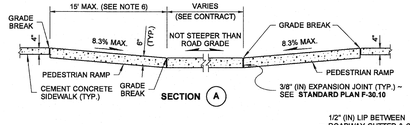
SLATER AVE NE PER CK-R.08 & CK-R.09
NOT TO SCALE



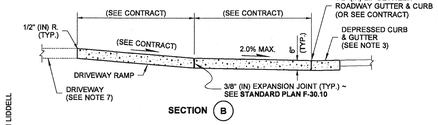
116TH AVE PER CK-R.08 & CK-R.09
NOT TO SCALE



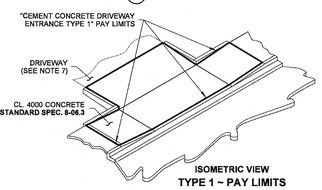
PLAN VIEW
TYPE 1



SECTION (A)

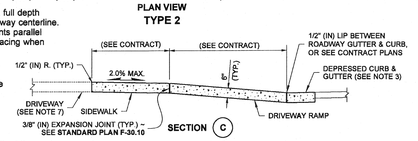


SECTION (B)



ISOMETRIC VIEW
TYPE 1 ~ PAY LIMITS

PLAN VIEW
TYPE 2



SECTION (C)

NOTES

1. When the driveway width exceeds 15' (ft), construct a full depth expansion joint with 3/8" (in) joint filler along the driveway centerline. See **Standard Plan F-30.10.** Construct expansion joints parallel with the centerline as required at 15' (ft) maximum spacing when driveway widths exceed 30' (ft).
2. See **Standard Plan F-30.10** for sidewalk details.
3. Curb and gutter shown; see the Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb Details.
4. Avoid placing drainage structures, junction boxes or other obstructions in front of driveway entrances.
5. Where "GRADE BREAK" is called out, the entire length of the line between the two adjacent surface planes shall be flush.
6. The curb ramp maximum running slope shall not require the ramp length to exceed 15' (ft) to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15' (ft) max. length, the running slope of the curb ramp shall be as flat as feasable.
7. Beyond limits shown, Pay Item does not include driveway. See Contract Plans.

LEGEND

SLOPE IN EITHER DIRECTION

EDWARD PATRICK BARRY — STATE OF WASHINGTON — 34362 — REGISTERED PROFESSIONAL ENGINEER

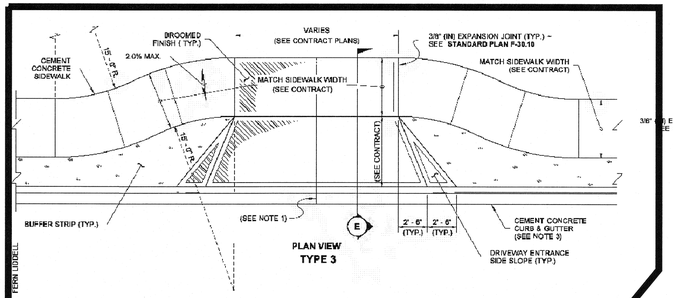
Barry, Ed
May 6, 2014 4:02 PM

CEMENT CONCRETE DRIVEWAY ENTRANCE TYPES 1, 2, 3, & 4 STANDARD PLAN F-80.10-03

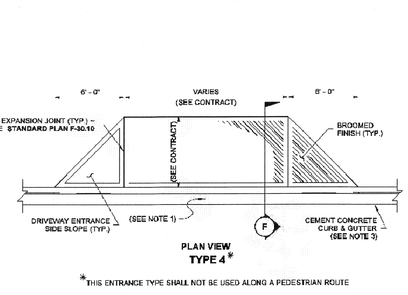
SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
Balcolch, Peace
Jun 13 2014 1:26 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: FERN LIDDELL

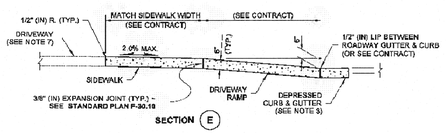


PLAN VIEW
TYPE 3

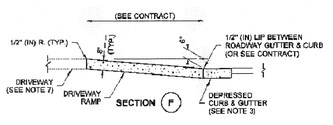


PLAN VIEW
TYPE 4*

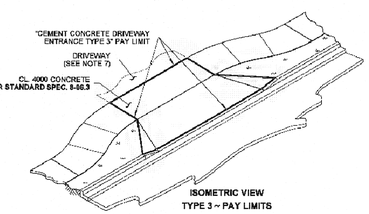
*THIS ENTRANCE TYPE SHALL NOT BE USED ALONG A PEDESTRIAN ROUTE



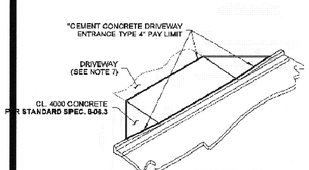
SECTION (E)



SECTION (F)



ISOMETRIC VIEW
TYPE 3 ~ PAY LIMITS



ISOMETRIC VIEW
TYPE 4 ~ PAY LIMITS

EDWARD PATRICK BARRY — STATE OF WASHINGTON — 34362 — REGISTERED PROFESSIONAL ENGINEER

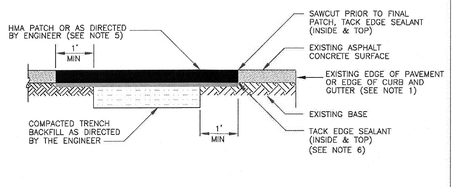
May 6, 14
May 6 2014 4:03 PM

CEMENT CONCRETE DRIVEWAY ENTRANCE TYPES 1, 2, 3, & 4 STANDARD PLAN F-80.10-03

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION
Balcolch, Peace
Jun 13 2014 1:27 PM
STATE DESIGN ENGINEER
Washington State Department of Transportation

LAST REVISED: 02/12/10



TYPICAL PATCH FOR PAVEMENT

NOTES

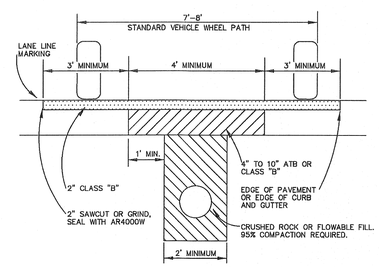
1. IF THE DISTANCE FROM THE EDGE OF PATCH TO THE EDGE OF PAVEMENT OR CURB AND GUTTER IS LESS THAN 3', THE PATCH MUST CONTINUE TO THE EXISTING EDGE; UNLESS ROADWAY IS OVERLAID WITHIN 60 DAYS.
2. HOT MIX ASPHALT SHALL BE CLASS B.
3. ALL TRENCH BACKFILL SHALL BE CRUSHED SURFACING TOP COURSE MATERIAL FOR PERPENDICULAR TRENCHES, OR AS DIRECTED BY ENGINEER.
4. CLASS B HOT MIX ASPHALT MAY BE USED IN LIEU OF ATB.
5. PATCH MUST ALWAYS BE 1" DEEPER THAN EXISTING ASPHALT; MAX 6" DEEP, OR AS DIRECTED BY ENGINEER.
6. TOP SEAL-USE AR4000W AND PROVIDE A SAND BLANKET TO ALLEVIATE TRAILING.

CITY OF KIRKLAND

PLAN NO. CK-R.12

RESTORATION DETAIL AND PAVEMENT PATCHING

LAST REVISED: 11/30/99



LESS THAN FULL WIDTH OVERLAY

CITY OF KIRKLAND

PLAN NO. CK-R.07

SECTION OF LONGITUDINAL OR TRANSVERSE CUT

DRS
D.R. STRONG CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
620 - 7th AVENUE KIRKLAND, WA 98033
O 425.827.3063 F 425.827.2423

BAKHCHINYAN SHORT PLAT
NOTES AND DETAILS
9032 116TH AVENUE NE
KIRKLAND WA, 98033
PARCEL: 1238501180

MAXIM LISSAK
11121 NE 53RD STREET
KIRKLAND WA, 98033
425-672-5079

JAY R. SOLOMON — STATE OF WASHINGTON — 38162 — REGISTERED PROFESSIONAL ENGINEER
9/14/15

DATE	REVISION	APR

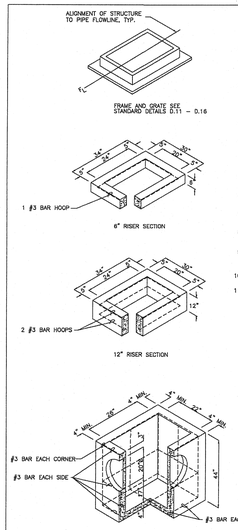
DRAFTED BY: DLR
DESIGNED BY: LRJ
PROJECT ENGINEER: LRJ
DATE: 9.14.15
PROJECT NO.: 13125

DRAWING: C6
SHEET: 6 OF 8

NW 1/4 SECTION 4, TOWNSHIP 25 N, RANGE 5 E, W.M.

BAKHCHINYAN SHORT PLAT

LAST REVISED:01/15/14

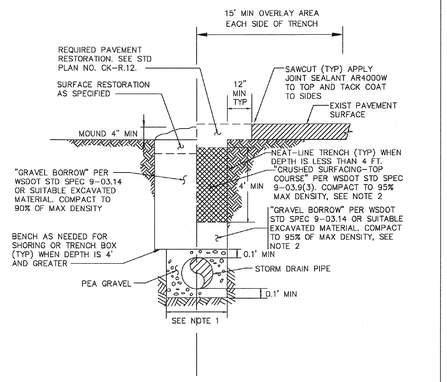


NOTES:

1. CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (AASHTO M 199) & C850 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE STANDARD SPECIFICATIONS.
2. AS AN ACCEPTABLE ALTERNATIVE TO REBAR, WELDED WIRE FABRIC HAVING A MIN. AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WELDED WIRE FABRIC SHALL COMPLY TO ASTM A497 (AASHTO M 221). WIRE FABRIC SHALL NOT BE PLACED IN KNOCKOUTS.
3. ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000.
4. PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MIN. ALL PIPE SHALL BE INSTALLED IN FACTORY PROVIDED KNOCKOUTS. UNUSED KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT.
5. KNOCKOUT OR CUTOUT HOLE SIZE IS EQUAL TO PIPE OUTER DIAM. PLUS CATCH BASIN WALL THICKNESS.
6. ROUND KNOCKOUTS MAY BE ON ALL 4 SIDES, WITH MAX. DIAM. OF 20". KNOCKOUTS MAY BE EITHER ROUND OR "D" SHAPE.
7. THE MAX. DEPTH FROM THE FINISHED GRADE TO THE PIPE INVERT IS 5'-0".
8. THE TAPER ON THE SIDES OF THE PRECAST BASE SECTION AND RISER SECTION SHALL NOT EXCEED 1"/1'-0".
9. CATCH BASIN FRAME AND GRATE SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS. MATING SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
10. FRAME AND GRATE SHALL BE INSTALLED WITH FLANGE DOWN.
11. EDGE OF RISER OR BRICK SHALL NOT BE MORE THAN 2" FROM VERTICAL EDGE OF CATCH BASIN WALL.

CITY OF KIRKLAND
PLAN NO. CK-D.07
CATCH BASIN TYPE 1

LAST REVISED:05/07/12

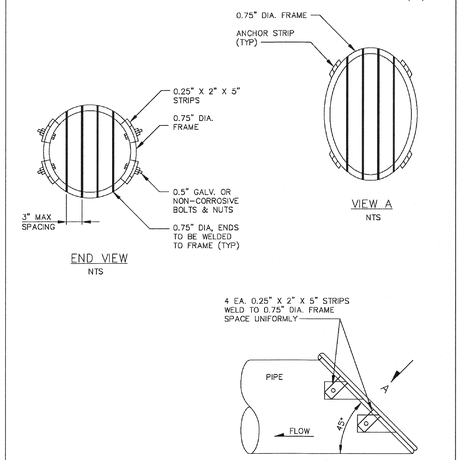


NOTES:

1. MAXIMUM WIDTH OF TRENCH AT TOP OF PIPE
   * 30" FOR PIPE UP TO AND INCLUDING 12" NOMINAL DIAMETER.
   * OD PLUS 16" FOR PIPE LARGER THAN 12" NOMINAL DIAMETER.
2. WHERE TRENCH IS PERPENDICULAR TO TRAVELED LANES, BACKFILL FULL DEPTH WITH CRUSHED SURFACING-TOP COURSE. WHERE TRENCH IS PARALLEL TO TRAVELED LANES, BACKFILL THE TOP 4' OF TRENCH TO SUBGRADE WITH CRUSHED SURFACING-TOP COURSE. SUITABLE EXCAVATED MATERIAL MAY BE USED PROVIDED 95% MAX. COMPACTION DENSITY CAN BE ACHIEVED.
3. THE STREET SHALL BE OVERLAID WHEN THE ASPHALT ROADWAY IS LESS THAN 5 YRS OLD FOR UTILITY CROSSINGS. THE STREET SHALL BE OVERLAID AT LEAST 15' ON EACH SIDE OF THE TRENCH. SEE OVERLAY POLICY R-7.

CITY OF KIRKLAND
PLAN NO. CK-D.02
STORM TRENCH DETAIL

LAST REVISED:1/15/14

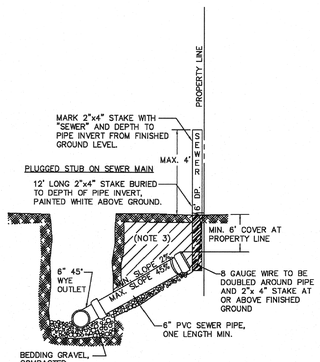


NOTES

1. REQUIRED FOR ANY PIPE 8" OR LARGER.
2. DEBRIS BARRIER MUST BE ALL ALUMINUM.
3. DEBRIS BARRIER NOT ALLOWED ON OUTLET END.
4. ALL BOLT HARDWARE SHALL BE STAINLESS STEEL.

CITY OF KIRKLAND
PLAN NO. CK-D.27
TYPICAL DEBRIS BARRIER

LAST REVISED:11/30/99

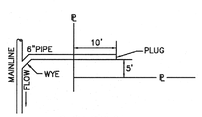


NOTES:

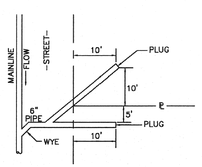
1. WHERE SIDE SEWER CONNECTS TO MANHOLE: INVERT OF SIDE SEWER SHALL BE EQUAL TO OR ABOVE MAIN SEWER CROWN, BUT NOT TO EXCEED 18" ABOVE INVERT OF MAIN SEWER. (FOR COMMERCIAL AND MULTIFAMILY APPLICATIONS ONLY)
2. UNLESS OTHERWISE INDICATED ON PLAN, SIDE SEWER SHALL BE MIN. OF 6' DEEP AT PROPERTY LINE, OR 5' LOWER THAN THE LOWEST ELEVATION, WHICHEVER IS LOWER.
3. TRENCH BACKFILL SHALL BE PER CITY OF KIRKLAND STD. PLAN NO. CK-S.01.

CITY OF KIRKLAND
PLAN NO. CK-S.19
SIDE SEWER STUB "PROFILE VIEW"

LAST REVISED:11/30/99



SINGLE SERVICE



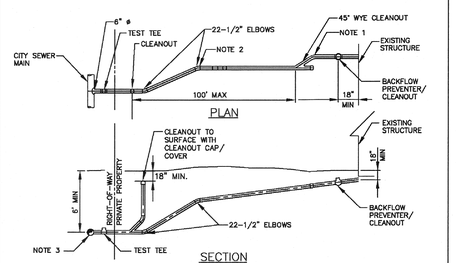
DOUBLE SERVICE

NOTES:

1. WHERE SIDE SEWER CONNECTS TO MANHOLE: INVERT OF SIDE SEWER SHALL BE EQUAL TO OR ABOVE MAIN SEWER CROWN, BUT NOT TO EXCEED 18" ABOVE INVERT OF MAIN SEWER. (FOR COMMERCIAL AND MULTIFAMILY APPLICATIONS ONLY)
2. UNLESS OTHERWISE INDICATED ON PLAN, SIDE SEWER SHALL BE MIN. OF 6' DEEP AT PROPERTY LINE, OR 5' LOWER THAN THE LOWEST ELEVATION, WHICHEVER IS LOWER.
3. TRENCH BACKFILL SHALL BE PER CITY OF KIRKLAND STD. PLAN NO. CK-S.01.

CITY OF KIRKLAND
PLAN NO. CK-S.19A
SIDE SEWER STUB "PLAN VIEW"

LAST REVISED:11/30/00

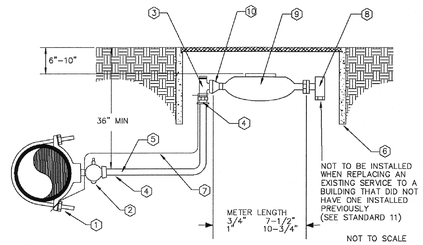


NOTES

1. ELBOWS SHALL NOT BE GREATER THAN 45 DEGREES.
2. CLEAN OUT IS REQUIRED FOR EACH PIPE LENGTH GREATER THAN 100' AND FOR EACH 90 DEGREES ACCUMULATED ELBOW PER 100'.
3. RIGHT-OF-WAY RESTORATION SHALL MATCH OR EXCEED THE ORIGINAL CONDITION AND BE IN ACCORDANCE WITH THE CITY STANDARD.
4. BACKFILL FOR PAVED AREA SHALL BE 3/4" MINUS CRUSHED SURFACING TOP COURSE, COMPACTED IN 12" LIFTS.
5. ALL HOUSE PLUMBING OUTLETS MUST BE CONNECTED TO THE SEWER. NO DOWNSPOUTS OR STORM DRAINAGE MAY BE CONNECTED TO THE SEWER SYSTEM.
6. 18" MINIMUM COVERAGE OF PIPE.
7. 6' MINIMUM COVERAGE AT PROPERTY LINE.
8. LAY PIPE IN STRAIGHT LINE BETWEEN BENDS. MAKE ALL CHANGES IN GRADE OR LINE WITH A 1/8 BEND OR WYE. 90 DEGREE CHANGE WITH 1/8 BEND AND WYE.
9. 6" SEWER PIPE MINIMUM SIZE IN STREET, AND ELSEWHERE AS DIRECTED BY ENGINEER. 2% MINIMUM GRADE (UNLESS DIRECTED BY ENGINEER) 50% MAXIMUM.
10. 4" SEWER PIPE MINIMUM SIZE ON PROPERTY. 2% MINIMUM GRADE, 100% (45 DEGREE) MAXIMUM.
11. TEST "T" WITH PLUG AT WYE.
12. CONSTRUCTION IN STREET MUST BE DONE BY A REGISTERED/LICENSED CONTRACTOR.
13. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT SIDE SEWER ORDINANCES.
14. ALL CONSTRUCTION REQUIRES A PERMIT AND PAYMENT OF FEE. COMPLETE LEGAL DESCRIPTION OF PROPERTY AND DIMENSIONS.
15. BACKFLOW PREVENTER (CHECK VALVE) IS REQUIRED:
    A. IF CONNECTED TO A COMBINED SIDE SEWER.
    B. IF CONNECTION AT HOUSE IS LOWER THAN BOTH UPSTREAM AND DOWNSTREAM MANHOLE LID.
16. AS-BUILT DRAWING SHOWING LOCATION OF SIDE SEWER IN RELATION TO THE HOUSE IS REQUIRED AFTER INSTALLATION.
17. BEDDING TO BE CLASS C (GRAVEL BORROW) FOR RIGID PIPE AND CLASS F (PEA GRAVEL) FOR FLEXIBLE PIPE (APWA), SECTION 61.
18. ASTM D-3034 OR SDR-35.

CITY OF KIRKLAND
PLAN NO. CK-S.20
RESIDENTIAL SIDE SEWER INSTALLATION

LAST REVISED:01/31/12



WATER SERVICE STANDARDS

DESCRIPTION	MAKER OR TYPE	1"
1. SINGLE STRAP SADDLE	STAINLESS ROMAC OR EQUAL	101 IPT
2. CORP STOP	FORD OR EQUAL	F-1101-4G IPT X PACK JOINT
3. ANGLE STOP	FORD OR EQUAL	KV63-444W (1"x1") MALE THREAD
4. INSERTS	FORD OR EQUAL	#72 STAINLESS STEEL
5. PLASTIC PIPE	POLYETHYLENE ASTM D2239	IPS-SDR-7(PE3408)
6. METER BOX	CARSON OR EQUAL	CK-W.21 (OR W.23 W/APPROVAL)
7. TRACER WIRE	CU SOLID WIRE	14 GAUGE
8. CHECK VALVE	----------	CITY TO INSTALL
9. METER	----------	CITY TO INSTALL
10. 1" x 3/4" METER ADAPTOR (FOR 3/4" MTR)	FORD OR EQUAL #A24	CITY TO INSTALL UNLESS A CIP PROJECT
11. 1" METER 3/4" METER	FORD OR EQUAL L31-44 FORD OR EQUAL L31-24	CONTRACTOR TO INSTALL

NOTES:

1. ALL FITTINGS MUST BE FORD OR EQUAL.
2. TRACER WIRE FROM MAIN TO SERVICE METER MUST BE INSTALLED IN ALL INSTALLATIONS. WIRE MUST BE WRAPPED AROUND ANGLE STOP AND THE CORPORATION STOP, WITH LAST 8" STRIPPED.
3. POLY SERVICE LINE IS TO BE CONTINUOUS FROM MAIN TO METER-NO SPLICES OF ANY KIND.
4. PLASTIC PIPE TO BE 1" MINIMUM FROM MAIN TO METER.
5. METERS SHALL NOT BE LOCATED IN CONCRETE OR ASPHALT PAVING UNLESS UNAVOIDABLE.
6. THE ANGLE STOP SHALL BE IN A POSITION THAT RESULTS IN THE METER BEING CENTERED DIRECTLY BENEATH THE METER READING LID.

CITY OF KIRKLAND
PLAN NO. CK-W.18
3/4" & 1" WATER METER SERVICE INSTALLATION

D.R. STRONG CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
620 - 7th AVENUE KIRKLAND, WA 98033
O 425.827.3063 F 425.827.2423

BAKHCHINYAN SHORT PLAT
DETAILS
9032 116TH AVENUE NE
KIRKLAND WA, 98033
PARCEL: 1238501180

MAXIM LISSAK
11121 NE 53RD STREET
KIRKLAND WA, 98033
425-672-5079

DATE	REVISION
APR	

LARRY R. JOUBERT
STATE OF WASHINGTON
32182
REGISTERED
PROFESSIONAL ENGINEER
9/14/15

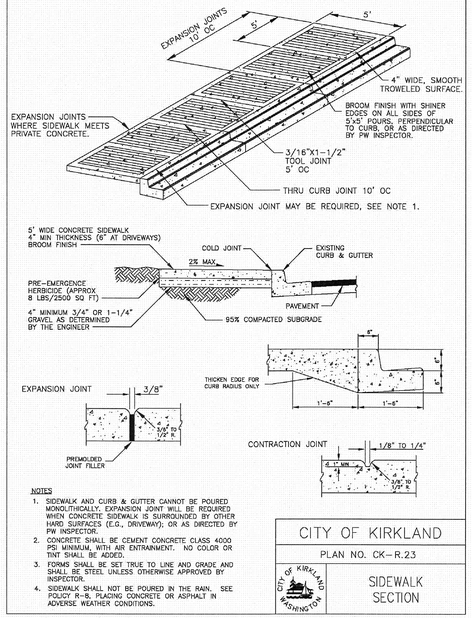
DRAFTED BY: DLR
DESIGNED BY: LRJ
PROJECT ENGINEER: LRJ
DATE: 9.14.15
PROJECT NO.: 13125

DRAWING: C7
SHEET: 7 OF 8

NW 1/4 SECTION 4, TOWNSHIP 25 N, RANGE 5 E, W.M.

BAKHCHINYAN SHORT PLAT

LAST REVISED:04/15/12

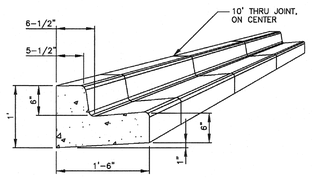


NOTES

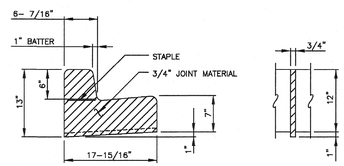
1. SIDEWALK AND CURB & GUTTER CANNOT BE POURED MONOLITHICALLY. EXPANSION JOINT WILL BE REQUIRED WHEN CONCRETE SIDEWALK IS SURROUNDED BY OTHER HARD SURFACES (E.G., DRIVEWAY); OR AS DIRECTED BY PW INSPECTOR.
2. CONCRETE SHALL BE CEMENT CONCRETE CLASS 4000 PSI MINIMUM, WITH AIR ENTRAINMENT. NO COLOR OR TINT SHALL BE ADDED.
3. FORMS SHALL BE SET TRUE TO LINE AND GRADE AND SHALL BE STEEL UNLESS OTHERWISE APPROVED BY INSPECTOR.
4. SIDEWALK SHALL NOT BE POURED IN THE RAIN. SEE POLICY R-8, PLACING CONCRETE OR ASPHALT IN ADVERSE WEATHER CONDITIONS.

CITY OF KIRKLAND	
PLAN NO. CK-R.23	
CITY OF KIRKLAND WASHINGTON	SIDEWALK SECTION

LAST REVISED:03/15/09



TYPICAL SECTION FOR CURB & GUTTER, TYPE A



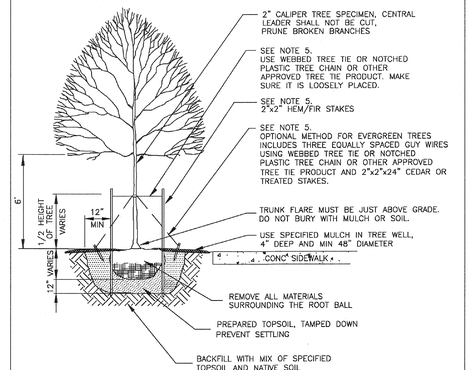
JOINT DETAIL

NOTES

1. FORMS SHALL BE STEEL AND SET TRUE TO LINE AND GRADE (INSPECTION IS REQUIRED PRIOR TO PLACEMENT OF CONCRETE).
2. CONCRETE SHALL BE CEMENT CONCRETE CLASS 4000.
3. BASE COURSE SHALL BE 4" OF 5/8" MINUS CRUSHED ROCK.

CITY OF KIRKLAND	
PLAN NO. CK-R.17	
CITY OF KIRKLAND WASHINGTON	CONCRETE CURB AND GUTTER, TYPE "A"

LAST REVISED: 1/07/08

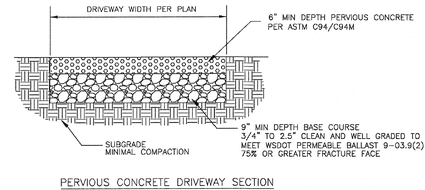


NOTE

1. WIDTH OF PLANTING PIT SHALL BE 3 TIMES LARGER THAN ROOT BALL.
2. FOR DECIDUOUS TREES, 2" CALIPER MINUMUM AND BRANCHING STARTS 5' ABOVE GRADE (UNLESS OTHER APPROVED BY CITY).
3. FOR PLANTING DISTANCES NEAR INTERSECTIONS AND DRIVEWAYS, REFER TO PRE-APPROVED PLANS NOTEBOOK.
4. TREES SHALL NOT BE PLANTED WITHIN 10' OF ANY UG UTILITY ACCESS, WHICH MAY BE LOCATED IN THE PLANTER STRIP OR ADJACENT SIDEWALK.
5. STAKE ONLY WHEN NECESSARY OR IF REQUIRED BY THE CITY; INCLUDE TIMELINE FOR REMOVAL OF STAKES AND TIES.

CITY OF KIRKLAND	
PLAN NO. CK-R.48	
CITY OF KIRKLAND WASHINGTON	TYPICAL TREE PLANTING DETAIL

LAST REVISED:03/10/14



PERVIOUS CONCRETE DRIVEWAY SECTION

NOT TO SCALE

NOTES

1. SEE DRIVEWAY STANDARD PLANS CK-R.21 FOR JOINTING AND LAYOUT.
2. PERVIOUS CONCRETE PAVEMENT SHALL CONFORM TO ALL REQUIREMENTS OF ACI 522-08 SPECIFICATION FOR PERVIOUS CONCRETE PAVEMENT PUBLISHED BY THE AMERICAN CONCRETE INSTITUTE, EXCEPT AS DIRECTED BY THE ENGINEER. CONCRETE MIX SHALL MEET THE FOLLOWING:
   - 100% PASSING 3/8" SIEVE
   - WATER/CM RATIO BETWEEN 0.28-0.35
   - MINIMUM INFILTRATION RATE OF 100 INCH/HOUR PER ASTM C1701
3. AGGREGATE FOR BASE COURSE SHALL BE CLEAN, ANGULAR DRAIN ROCK WITH ONLY 2% PASSING THE #100 SIEVE AND 5% PASSING THE #4 SIEVE, PERMEABLE BALLAST WSDOT 9-03.9(2).
4. PERVIOUS DRIVEWAY SHALL NOT BE POURED IN ADVERSE WEATHER CONDITIONS. SEE POLICY R-8, PLACING CONCRETE OR ASPHALT IN ADVERSE WEATHER CONDITIONS.
5. PERVIOUS DRIVEWAY TO BE INSTALLED AFTER CONSTRUCTION OF HOUSE. AFTER INSTALLATION, PROTECT PERVIOUS CONCRETE FROM LANDSCAPE AND OTHER CONSTRUCTION ACTIVITIES.
6. SUBGRADE IS TO BE COMPACTED TO THE MINIMUM NECESSARY FOR STRUCTURAL STABILITY, USING DUAL WHEEL SMALL MECHANICAL ROLLERS IN STATIC MODE. HEAVY EQUIPMENT OR TRUCK TRAFFIC IS NOT ALLOWED ON SUBGRADE.
7. TO PREVENT COMPACTION, INSTALL THE AGGREGATE BASE IN THE FOLLOWING MANNER (BACK-DUMPING): DUMP AGGREGATE BASE ONTO SUBGRADE FROM THE EDGE OF THE INSTALLATION, THEN PUSH IT OUT ONTO THE SUBGRADE. DUMP SUBSEQUENT LOADS FROM ON TOP OF THE AGREGATE BASE AS THE INSTALLATION PROGRESSES.
8. PERVIOUS CONCRETE SHALL BE TESTED PRIOR TO ACCEPTANCE. TEST SHALL CONSIST OF DUMPING A 5 GALLON BUCKET OF WATER ONTO THE DRIVEWAY SURFACE. IF ANYTHING OTHER THAN A SCANT AMOUNT PUDDLES OR RUNS OFF THE SURFACE, ADDITIONAL TESTING IS REQUIRED.
9. IMPERVIOUS CHECK DAMS IN THE BASE COURSE ARE REQUIRED FOR SLOPES BETWEEN 2% AND 10%. SLOPE SHALL NOT EXCEED 10%.
10. PERVIOUS DRIVEWAY SHALL NOT CONTAIN SURFACE MOTTLING.

CITY OF KIRKLAND	
PLAN NO. CK-L.07	
CITY OF KIRKLAND WASHINGTON	PERVIOUS CONCRETE DRIVEWAY

D.R. STRONG CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
620 - 7th AVENUE KIRKLAND, WA 98033
O 425.827.3063 F 425.827.2423

BAKHCHINYAN SHORT PLAT

DETAILS

9032 116TH AVENUE NE
KIRKLAND WA, 98033
PARCEL: 1238501180

MAXIM LISSAK

11121 NE 53RD STREET
KIRKLAND WA, 98033
425-672-5079

LILLY R. JOUDEH
STATE OF WASHINGTON
22182
REGISTERED
PROFESSIONAL ENGINEER

9/14/15

DATE	REVISION	APP.

DRAFTED BY: DLR
DESIGNED BY: LRJ
PROJECT ENGINEER: LRJ
DATE: 9.14.15
PROJECT NO.: 13125

DRAWING: C8
SHEET: 8 OF 8